

OPPOSITION FADES AS LLOYD GEORGE PLEADS FOR UNITY

Premier's Plain Talk On Versailles Conference Covers Opponents

ONLY WAY TO WIN

Americans, French And Italians Supported Plan Adopted

SO DID THE BRITISH

Gen. Robertson's Policy Was No Longer Com- patible With Scheme

(Reuter's Agency War Service)

London, February 19.—Speaking in the House of Commons this afternoon concerning the recent changes in the army, Mr. Lloyd George said that the retention of General Sir William Robertson as Chief of Staff was latterly incompatible with the common policy of the Allies, which was based on the assumption that the Allies had suffered in the past through lack of concerted and co-ordinated effort.

The Government deeply regretted that Sir William Robertson's position was no longer compatible with the policy decided on by the Versailles Council, but if that policy was right no personalities, however valuable, important or distinguished, should stand in the way of its execution and if that policy was wrong no personalities and no governments ought to stand in the way of its being instantly degraded.

Mr. Lloyd George emphasised that there was absolutely no difference between our policy and the policy of France, Italy and the United States in this respect. That policy was based on the assumption that the Allies hitherto have suffered through lack of concerted, co-ordinated effort and our purpose and policy has been to get concentration and unity of effort. It was only necessary to look at 1917 to find exactly the same set of circumstances inevitably diminishing our power and the concentration which would otherwise have been possible in order to counteract the efforts of the Germans and the collapse of Russia.

Central Authority Essential

It was agreed at Versailles that there must be a central authority to exercise direction over the war policy of the Allies and that that authority must be inter-Allied and must have executive power.

The only difference of opinion was over how that authority should be constituted, but agreement on this point was also reached. The Premier proceeded to mention several proposals which were considered and rejected. One was that the central authority should be composed of the Chiefs of Staff, but this idea was unworkable.

It was felt that the new body must not only know the conditions of its own armies on its own fronts but all conditions on all fronts and all armies. Versailles was now the repository of such information, which was co-ordinated by the very able Staffs there. No single War Office possessed such information.

The Premier proceeded to give cogent reasons why the Chiefs of the Staffs at the various Capitals could not properly exercise the functions aimed at. The Supreme Council unanimously rejected this proposal.

The delegations then separated and considered the matter independently, with the very remarkable result that next morning each delegation submitted exactly the same proposal, namely, the proposal which now held the field.

Americans Supported Plan

He would have liked to have read to the House the document in which the American delegation cogently put their case for the proposal which was finally carried, but he could not because it was mixed up with the plan of operations. The Americans presented their case with irresistible power and logic.

The proposal was altered here and there during several hours of discussion in which there was not a single dissentient so far as the plan

(Continued on Page 4)

Historic Cannon Ball, Relic Of Perry's Trip, Is At American Club

The American Club has just come into possession of a relic of more than a little historic interest.

It is a forty-five pound cannon ball fired from one of the 8-inch guns of the United States frigate Macedonian sixty-three years ago on the occasion of Commodore Perry's trip to Japan. Doubling the historic interest in this bulky souvenir is the fact that the Macedonian was the former British 24-gun frigate captured on October 25, 1812, by Captain Stephen Decatur, commanding the American frigate United States.

The cannon ball was presented to the American Club by Mr. E. J. King, president of the E. J. King Lumber Company and American Consular Agent at Hakodate, Japan.

The missile has quite a history. It was one of a broadside fired in target practice by the Macedonian on April 28, 1854, during the stay of Commodore Perry's fleet at Port Lloyd, Bonin Island. Thereafter it was salvaged, together with others, by enterprising Japanese fishermen and for years saw unheroic but useful service as an anchor for its finder's sampan. It was recovered and presented to Mr. King in 1902 by Mr. Horace Savory, a son of Mr. Nathaniel Savory who was Governor of the Port Lloyd community at the time of Perry's visit. Five years later at the request of American Consul-General Miller of Yokohama a further search was made and two more balls, 32-pounds, were found, one of which is now in the American Embassy at Tokio.

Recently Mr. E. H. Grooms, of the China Import and Export Lumber Co., on a visit to Hakodate, saw the big shot, became interested, and, as a result, was presented with it by Mr. King in behalf of the Club. Mr. Grooms took a chance on being accused of carrying a bomb and brought it to Shanghai, together with affidavits as to its authenticity and a copy of a letter from the librarian of Naval War Records at Washington, also bearing on its history. These are to be framed and the cannon ball is being mounted suitably for the Club room.

Mr. King has proved a good friend of the American Club, having also presented the institution with a number of books from his fine library.

Raids And Air Fights

On Entire West Front

Allied Aircraft Does Consider- able Damage, Bringing Down 29 Enemy Planes

(Reuter's Agency War Service)

London, February 20.—Field Marshal Sir Douglas Haig reported at noon:

After a heavy bombardment the enemy attempted to make a raid eastward of Arleux En Gohelle. We completely repulsed the enemy, killing or taking prisoners a number of them.

We took several prisoners in a successful local enterprise north-eastward of Wytchaete.

Field Marshal Sir Douglas Haig reported last evening:

We repulsed raiders southward of Armentieres.

There have been mutual artillery actions southward of Armentieres and south-eastward of Epehy.

Aviation.—Yesterday we bombed an aerodrome northward of Douai and a large dump at Courtrai railway-station, south-eastward of Douai.

There has been continuous fighting in the air. We brought down eleven and drove down six enemy machines. Two of ours are missing.

We bombed Treves and Thionville last night from a low altitude with good results. Five bursts took place on Treves station, which burst into flames, and three other buildings were ignited. Bursts were observed on Thionville railway and gasworks and a large fire broke out. One of our machines is missing.

We dropped a ton of bombs on Treves in a daylight raid today. Eleven bursts were noted on the railway-station and six on neighboring buildings while three fires were started. We repeatedly drove off hostile scouts. The fire of the anti-aircraft guns was considerable. One of our machines has not returned.

The Admiralty reports:

Last night our naval aircraft

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Germany Is Elated By Bolshevik's Submission

Berlin Officially Acknowledges Trotsky's Offer To Make Peace; Austria Seeks To Conciliate Poland

Reuter's Pacific Service

Tokio, February 23.—Official: Viscount Uchida, the Japanese ambassador, and his staff left Petrograd today.

(Reuter's Agency War Service)

London, February 20.—(By wire-
less).—A Russian official message states that Germany acknowledges receipt of Russia's offer of peace.

An official despatch from Vienna states that in accordance with the terms of the Treaty of Peace with the Ukraine, the frontier between Austria-Hungary and Russia as it existed before the war has now been completely restored.

A German official communique re-
ports:

We have advanced twenty kilo-
meters on both sides of the Riga-
Petrograd Railway.

We advanced on wide sectors be-
tween Dyvinsk and Luck and are now
marching on Rowno.

We have taken 2,500 prisoners, a
hundred guns and much rolling-stock.

A Russian official message states
that Krylenko, the Maximalist Com-
mander-in-Chief, has ordered the army
to organise pourparlers in mass with
the German soldiers and if the latter
will not refrain from fighting then
the utmost resistance should be of-
fered.

Paris, February 20.—It is pointed
out that the Bolshevik capitulation ac-
centuates the danger of German ex-
pansion in the Far East.

L'Echo de Paris says that Japan
can now play an important part if
the Entente permits.

Amsterdam, February 20.—In the
Reichstag today Baron von Kuhlmann
announced the Russian offer of
peace amid cheers from all parts
of the House. Baron von Kuhlmann
warned the House against believing
that peace with Russia is certain,
saying that peace would only
materialise when the treaty had been
signed.

During a discussion in the Reich-
stag on the treaty of peace with the
Ukraine, Baron von Kuhlmann de-
clared that the attitude of Trotsky,
the Maximalist Minister of Foreign

Affairs, was without precedent in
history.

The Conservative, National Liberal
and Center Parties generally ap-
proved the Treaty while the Poles
and Independent Socialists pro-
tested against it.

Baron von Kuhlmann confessed
that the question of securing sup-
plies was the chief reason why
peace with the Ukraine was essen-
tial. The fact that the Bolsheviks
are throwing big forces into the
Ukraine showed that there were
supplies there, he said.

A telegram from Warsaw states
that Moses Silberfars has been ap-
pointed Minister for Jewish Affairs
in the Ukraine.

Basle, February 20.—A telegram
from Vienna states that in the lower
house of the Reichsrath the Premier,
Dr. Seidler, announced that repre-
sentatives of the Ukrainian Rada
and the Austrian Government had
signed an agreement, complementary
to the Treaty of Peace with the
Ukraine, stating that the region of
Cholm would not be ceded to the
Ukraine and providing for the ap-
pointment of a mixed commission
to decide its destiny on racial prin-
ciples with due regard to the wishes
of the population. The announce-
ment was warmly applauded.

Zurich, February 20.—A message
from Lemberg states that the dis-
content of the Poles has been ag-
gravated by the appointment of
General Boehmer-Molles, Chief of
Staff to General Dandoff, as Gov-
ernor of Galicia, replacing the
civilian, Count Huyn.

A semi-official statement issued
in Berlin declares that no decisions
have yet been taken regarding the
future of Poland, whose fate will
depend on the attitude of the Poles
to Germany and Austria-Hungary.

Petrograd, February 20.—General
Ivanoff, formerly Commander-in-
Chief of the Russian forces on the
Southwestern front, was mortally
wounded in the fighting at Kieff.

The Metropolitan of Kieff has
been murdered in the monastery by
robbers.

Feng Wires To South
He Wants To Resign
Can't Do Anything, So He Is
Willing To Quit,
He Says

A Peking telegram last night re-
ported that President Feng Kuo-
chang telegraphed Friday night to
Generals Lu Yung-tung and Tan
Hao-min, affirming his desire to re-
sign. He stated that the North re-
mains militant while the South op-
poses the resumption of hostilities.
Between the two, he is at a loss to
know what to do and is quite willing
to retire in order to escape the
heavy responsibility.

The latest movements of the
Peiyang party appear to be directly
in opposition to President Feng. It
is said that members of the Tuan
faction actually charge the Chief
Executive with having instigated
through a secret message the in-
dependence of General Feng Yu-hsian
at Wusueh, Hupeh.

The Southwest has been formally
recognised by Japan as a belligerent
power, according to Chinese reports.
The information is reported to have
been given out by members of the
Diplomatic Corps at Peking.

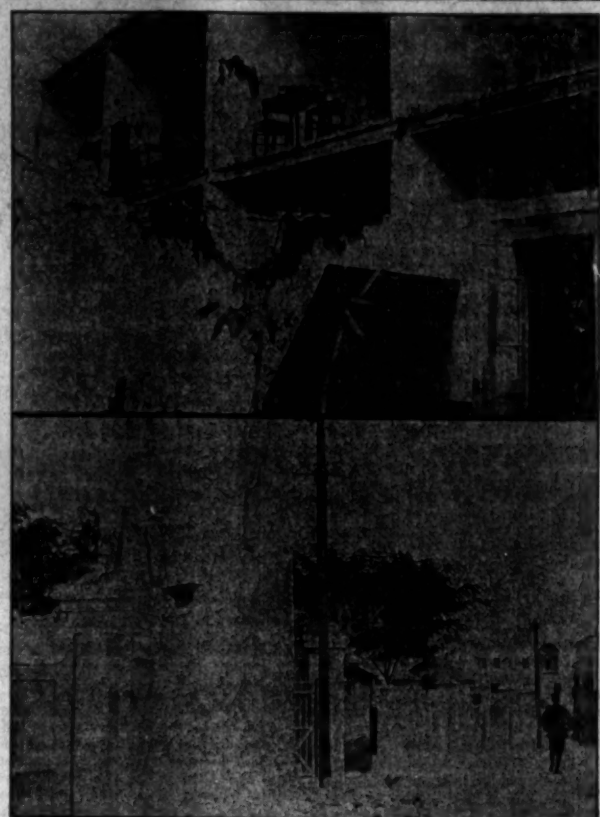
President Feng Kuo-chang yester-
day summoned the brother of Yang
Shih-chi into his palace and in-
structed him to persuade the latter
to accept the Premiership. Mr.
Yang is now in Shanghai.

Because of the protests made by
Tuchuns Li Shun of Kiangsu and
Chen Kwang-yuan of Kiangsi, the
proposal to replace Tuchun Wang
Chuan-yuan with General Tsao Kun
has been abandoned by the Central
Government, says a Hankow tele-
gram.

The three Japanese would-be as-
sassin arrested in the residence of
General Tuan Chi-jui have been
ordered by the Japanese Legation to
be deported to Japan. The accused
admitted that they got Tls. 50,000
to make an attempt on the life of

(Continued on Page 19)

Typical Scenes In City Of Swatow After The Earthquake



Top, houses along Kelat Road; bottom, houses at entrance to American Consulate.

Hardly A House In City Left Undamaged; Foreigners Live On Ships Or Under Matsheds

Pictures and a graphic story of the
Swatow earthquake disaster are
brought back to Shanghai by a well
known local ship captain, who was
in port at the unfortunate city when
the shock occurred.

At the time he left Swatow the
dead were estimated at 500 and great
apprehension was felt that there
might be further loss of life because
of the dangerous condition of the
buildings still standing, especially if
there should be a slight recurrent
shock. No foreigners, so far as had
been then learned, had been killed or
injured.

"I believe that there was hardly a
house in Swatow which was un-
damaged," said this eye-witness, "and
practically every home was regarded
as uninhabitable. Foreigners had
taken refuge on board ships wherever
possible or were living under matsheds
in open spaces where there was no
danger from toppling structures."

"I was lying in my berth at a few
minutes past 2 p.m., when the shock
came," he continued in recounting his
experiences. "It was quite perceptible
on board ship and from experiences in
the South American earthquake zone
I realised what it was almost im-
mediately and went on deck. The
duration of the first shock, which did
practically all of the damage, was
variously estimated at from 20 seconds
to a minute and a half. I reckoned
it at about 45 seconds and probably
30 seconds would be just about right.
I think I got on deck about 15 seconds
after it began. The destruction on
shore was plainly evident."

"Great clouds of dust were eddy-
ing up from the city as the houses went
down. It is said that this dust is
responsible for many of the deaths,
particularly of children who were
smothered in it. I went ashore with
my camera and started through the
streets. They were a pretty desolate
sight in many parts. The smaller
houses had simply fallen into the

street. Of the larger ones many of
the walls had fallen, as shown in one
of the snapshots I got. I should have
got more pictures except that the
film spools proved defective and would
not turn in the camera."

"The damage was particularly
noticeable along Kelat Street. The
Customs House was also among the
buildings ruined and the light house at
Cape of Good Hope suffered, though
the light was still going. A consid-
erable factor in the large loss of life
was the collapse of a large new t'u
house which fell upon a cinema house."

The cinema was filled with Southern
soldiers. A curious thing noticeable
in the streets was the fissures which
had opened in the earth and through
which liquid mud was oozing up."

"There was a great deal of panic,
naturally, following the shock," the
narrator continued, "but the super-
stitious curiosity of many of the Chin-
ese overcame their fear. I saw num-
bers of them going about the high-
ways and carefully examining the
cracks along the building lines where
the structures had leaned away."

Finally I inquired what it was all
about and was told that the men were
searching for hairs. More puzzled
than ever, I inquired further and was
told that the shock was caused by the
great buffalo which is supposed to
support the earth on his back. It was
evident, they said, that he had become
tired and had shifted his burden from
one shoulder to the other. It had oc-
curred once before, I was informed,
within the recollection of old inhabi-
tants. Some of the searchers really
did find hairs in the earth and were
perfectly satisfied that these were
from the buffalo's hide."

Intermittent shocks, the narrator
said, lasted until 4.30 the following
morning, but they were slight in char-
acter. When he sailed, the Friday
following the disaster, most of the
people were living in the streets.

(Reuter's Agency War Service)

London, February 20.—The Ad-
miralty announces that the number
of merchantmen arriving at ports of
the United Kingdom last week
totalled 2,322 and the number sail-
ing, 2,393. Twelve vessels over and
three under 1,600 tons were sunk,
eight unsuccessfully attacked and
one fishing-boat sunk during the
same period.

In the House of Commons today
Sir Chiozza Money stated that last
year two hundred British-built mer-
chantmen of 1,600 tons and over,
an aggregate of 1,627,696 tons was
completed, while the net loss of such
vessels was 598.

Paris, February 20.—An official
communique reports that 913 mer-
chantmen arrived and 876 departed
from French ports last week. None
was sunk but three vessels were un-
successfully attacked during the
same period.

The French Commission on Ship-
ping has approved the demands for
credits to the amount of Frs. 500
millions made by M. Buisson, the
Commissioner of Naval Transports,
with a view to the reconstitution of
French shipping by means of pur-
chases and building to be undertaken
immediately.

Rome, February 20.—An official
communique states that two Italian
merchantmen were sunk last week.

(Reuter's Agency War Service)

London, February 20.—The Inter-
Allied Socialist Conference on War
Aims held a preliminary meeting
today at the Central Hall, Westmin-
ster, behind closed doors.

Mr. Arthur Henderson, Mr. Ram-
say MacDonald, Mr. Will Thorne,
Mr. Sidney Webb and also M.
Vandervelde and M. Huysmans, re-
presenting Belgium, Mr. W. H.
Andrews, representing South Africa,
and representatives from Sweden
and Rumania, were present.

The French and Italian delega-
tions have not yet arrived.

PLAGUE CASES ON TIENTSIN—PUKOW ARE CONFIRMED

Eight Dead In Fengyang And Many More Infections Feared

SPREAD BY SOLDIER

Ministry Of Interior Is Rush- ing Medical Assistance To Pengpu

PEKING AFFECTED?

Four Suspicious Deaths Arouse Fear Scourge Has Hit Capital

Reuter's Pacific Service

Peking, February 23.—The out-
break of plague at Fengyang is con-
firmed. Eight deaths have already
been reported and it is feared that
many persons have been infected.

The soldier who carried the dis-
ease was accompanied by a child
who died en route. This probably ac-
counts for the soldier being able to
reach Fengyang before he developed
the disease, he having contracted it
from the child.

Grave concern has been caused by
the report of four deaths in Peking
under suspicious circumstances. The
bodies were buried before they had
been medically examined but they
are believed to have died from
plague. It is suspected that the dis-
ease has also been brought to
Peking by a soldier, which, with the
Fengyang case, tends to confirm the
belief that the soldiers, with their
usual truculence, are disregarding
the plague regulations.

According to official reports, the
deaths in Shansi now average over
sixty a day.

Peking, February 23.—The China
Medical Board has received a tele-
gram from Pengpu reporting what
appears to be an outbreak of plague
at Fengyang. It says that the dis-
ease was brought by a soldier from
Kalgan, that the latter, with seven
of his family, has died and that two
women of the same family came
into the hospital at Pengpu, where
examination of the sputum gave
reason to believe that they were
suffering from plague. One woman
subsequently died. Persons who
have been in contact with these
cases have been placed in quaran-
tine.

The Ministry of the Interior is
sending medical assistance to Peng-
pu.

An extraordinary thing about the
above report is that there has been
no case of plague at Kalgan, while
nobody is supposed to be able to
pass Nankou without being quaran-
tined. If the above report is cor-
rect it raises a serious question with
regard to the efficiency of the
quarantine measures.

15 BRITISH VESSELS, WEEK'S U-BOAT BAG

Two Italian But No French Ships Sunk By Submarines In Same Period

(Reuter's Agency War Service)

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Smiles from the Mixed Court

Among the bon ton of the fashionable world which promenades and takes the air where the fragrant sphyra sip across the Soochow creek and form an eddy at North Soochow and Fokien Roads, there was language and wailing and gnashing of teeth during the recent New Year's holidays. The same being caused by Wong Ah-keung and Tseu Mai-ling. Wong and Tseu were aforetime by profession beggars, but with the advent of the new year they bethought themselves of reform and determined to devote themselves thereafter to the more frank and honest pursuit of plain highway robbery. This being a trade wherein at the present time is much competition they cogitated concerning how they might strike an original scheme of procedure. They agreed that the noble art of despoiling pedestrians should depend rather on the element of surprise than upon the principle of persuasion with pistol or sand-bag. And with this agreement a tight burst upon Wong and he demanded of Tseu what could occasion a man more paralysing surprise than having his hat stolen from his head right on the broad highway. And Tseu could think of nothing more astonishing.

Whereupon the nights became hideous at the corner of North Soochow and Fokien Roads, with the shrieks of the Beau Brummels of that district who stroll along the creek of evenings. There would be a swirl and a dash in the crowd and then the sight of a ravished boulevardier, shielding his shaven poll from the night creek breeze and yelping in outraged tones for the police, while his brand new New Year's lid faded up an alleyway along with Wong or Tseu. And thus it went on, until fully thirty shining Mandarin hats had gone their precipitate way from the heads of fashion's favorites and it became the problem of the day in the circles of the elite whether headgear should be abandoned altogether during the evening stroll, or be worn with a firmly tied bow of ribbon beneath the chin.

At this critical juncture a lynx-eyed detective happened to drop into a foodshop to borrow a match, arriving just as Wong and Tseu arose from their evening meal. They had evidently neglected to pawn the spoils of the night before and when it came time to pay the shop Wong searched unavailingly for silver and then reached inside his gown and produced a handful of stylish masculine chapeaux which he proffered as security.

The curtain descends upon a scene in the Mixed Court. Upon the

Enlarged Frawley Co. Arrives With Repertoire Of New Plays

Mr. T. Danich Frawley and the Frawley Dramatic Company arrived in Shanghai yesterday from America, via Honolulu and Japan, where they played short but very successful engagements. The company will open its Shanghai season at the Lyceum tomorrow night in Max Marcin's powerful emotional play, *The House of Glass*.

Mr. Frawley said last night that he has with him far the best company he has ever brought to the Far East and also the best repertoire of plays.

Among the ladies of the company may be mentioned Miss Kathryn Browne Decker, one of the best known young leading women in America, who carries the principle role in *The House of Glass* and also takes leading emotional roles in other plays which the company will present here.

Miss Florence Chapman, who comes next, shines especially in comedy parts but also takes serious leads in some of the Frawley plays; Miss Valentine Sydney, who was seen here with the last company in minor parts, gets a special chance with this company in *The Thirteenth Chair*, in which she plays the principal woman's part, the part now being played by Mrs. Pat Campbell in London and which was played in the New York production by the wife of the author of the play, Margaret Wycherly.

Others of the ladies are Miss Edna Keely, who was leading woman for Allen Doane, the Chauncey Olcott of Australia, and Miss Annetta Lloyd who plays ingenue parts.

Mr. Frawley has a whole flock of leading men, including Henry Mortimer who has played leads for Mrs. Fiske, Blanche Bates and Mary Van Buren, among others, having been with Mrs. Fiske in *Erstwhile Susan* last season.

Then there are Gus Forbes, William D. Howard and William H. Claire, the latter a protégé of Maud Adams, having been with Miss Adams for six years. Garry McGarry, in juvenile parts, will be well known to most Americans. Reynolds Denniston, one of the most popular members of the last company, is still with it and there is also E. L. Delaney, a popular Australian actor, and last but not least, of course, Mr. Frawley himself.

The House of Glass, with which Mr. Frawley is opening, is a powerful emotional play, built around the New York probation law. A young girl accused and convicted of some offense is compelled to report to the probation authorities once a month. To get away from the probation law and the name it gives her she runs away, becomes a stenographer and

face of Wong is graven a dejected look. He has just received six months. Adjective fails touching the look upon the face of Tseu. He drew five years in the reformatory. And hats are being worn again along the creek.

Poor Team Work Again

Being a thrifty gent with both eyes on the main chance, Tsang Ah-loh, when his master went to Nan-king, seized opportunity by the slack of the neck and sought to turn an advantageous copper or two. He took the family carriage out along the Ma Loo and perching on the box poured an eloquent sermon into the ears of prosperous looking pedestrians on the beneficial effects of carriage riding. Thus he worked up quite a transport trade and might have achieved prosperity had it not been for C. P. C. 336, who stopped him and demanded his license. Tsang said that was all right, it was a private carriage and he was simply conveying his employees. But as he prepared to whip up the passengers chipped in, refusing to alibi him, and declared that they had hired the vehicle. Which got Tsang ten days in jail.



MISS KATHRYN BROWNE DECKER

Miss Decker posed for this picture while the Frawley company was playing at Honolulu.

eventually marries a railroad president. The latter's success leads to an offer from New York. She opposes his acceptance, fearing that she will be identified, but he accepts and she goes with him to his new field, where, of course, she is recognized. It would be spoiling the play to tell the rest of it. This play by the way was recommended to Henry W. Savage by Mr. Frawley. When Savage rejected it, Al H. Woods accepted it and made a fortune out of its production. Mr. Frawley says that Marcin, the

AMERICANS ARE EAGER TO GET INTO FIGHTING

Now Occupy Trenches With French On One Of Celebrated Battlefields

(Reuter's Agency War Service)
Peking, February 20.—The following telegrams received by wireless from San Diego, Cal., dated February 19, have been handed to Reuter's Agency by the American Legation:—

London.—British casualties during the past week were 38 officers and 1,005 men killed, or died of wounds, and 119 officers and 2,944 men wounded or missing.

Washington.—Mr. C. H. Hyde, of The National Council of Defense, told the Senate Agricultural Committee that wheatless weeks instead of wheatless days would be immediately enforced unless the price which was being fixed extended to wheat substitutes.

Rockford.—Brigadier Gen. Frederick W. Sibley (retired) has died at Camp Grant of pernicious

anemia, aged 66. General Sibley had an enviable record, having fought against the Indians and in the Philippines. He was in command of the Military Academy from 1909 to 1911.

Peking, February 19.—The following telegram from San Diego, Cal., dated February 17, have been handed to Reuter's Agency by the American Legation:—
French Headquarters.—American and French troops are holding the front line trenches on one of the war's celebrated battlefields. A French officer told an Associated Press representative that the American troops' only fault is that they are ready for battle.

Petrograd.—A Moscow station states that German soldiers at Grodno and Kovno refused to obey the command to move to the French front. They entrenched themselves for protection against their own artillery and defeated loyal troops that were sent to punish them.

(Note:—A Russian wireless message reported a German revolt on January 5. This and the revolt reported above may be identical.)

Aix les Bains.—The first leave center for American soldiers in

France was opened on Saturday with the arrival here of a train load of soldiers on furlough. The civil authorities gave them a warm welcome.

London.—The Bolshevik appointment of John Reed as Consul at New York has been withdrawn and Mr. Reed is now homeward bound as a private citizen.

The Russians have sent an ultimatum to Rumania demanding the evacuation of Bessarabia by anti-Revolution Russian and Rumanian troops, right of transport for Rumanian troops through Rumanian territory and extradition of General Tcherbacheff, commander of the Russian forces in Rumania.

Mail Notices

MAILS CLOSE

For Japan:—
Per N.Y.K. s.s. Omi Maru Feb. 26
Per N.Y.K. s.s. Okuzen M. Feb. 25
Per R.V.F. s.s. Penna Mar. 1
Per N.Y.K. s.s. Tachibana M. Mar. 1
Per N.Y.K. s.s. Chikugo M. Mar. 5
Per N.Y.K. s.s. Kumano M. Mar. 7
For U.S. Canada and Europe:—
Per P.M. s.s. Ecuador Mar. 3

"Now is the time to correct the unpardonable fault of wastefulness and extravagance"

President Wilson

Any man or woman who looks beyond the needs of the day must come to the conclusion that a saving, conserving policy is the only safe one to pursue.

Wastefulness and extravagance get one nowhere but into trouble.

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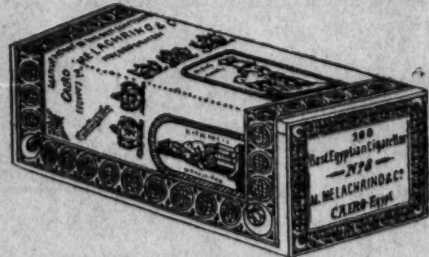
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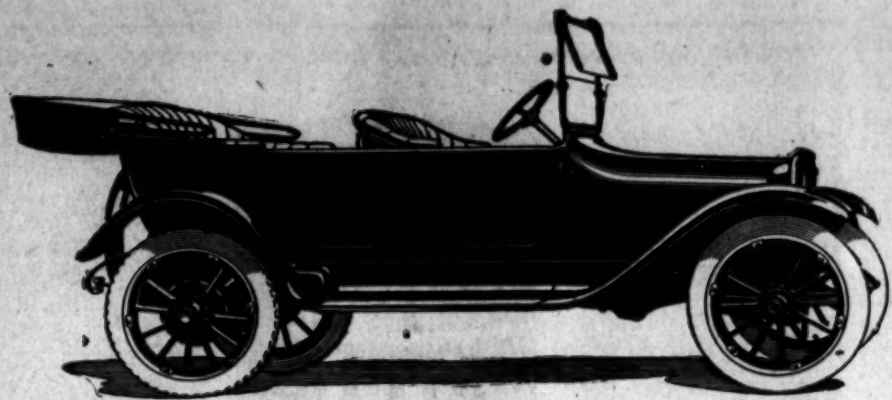
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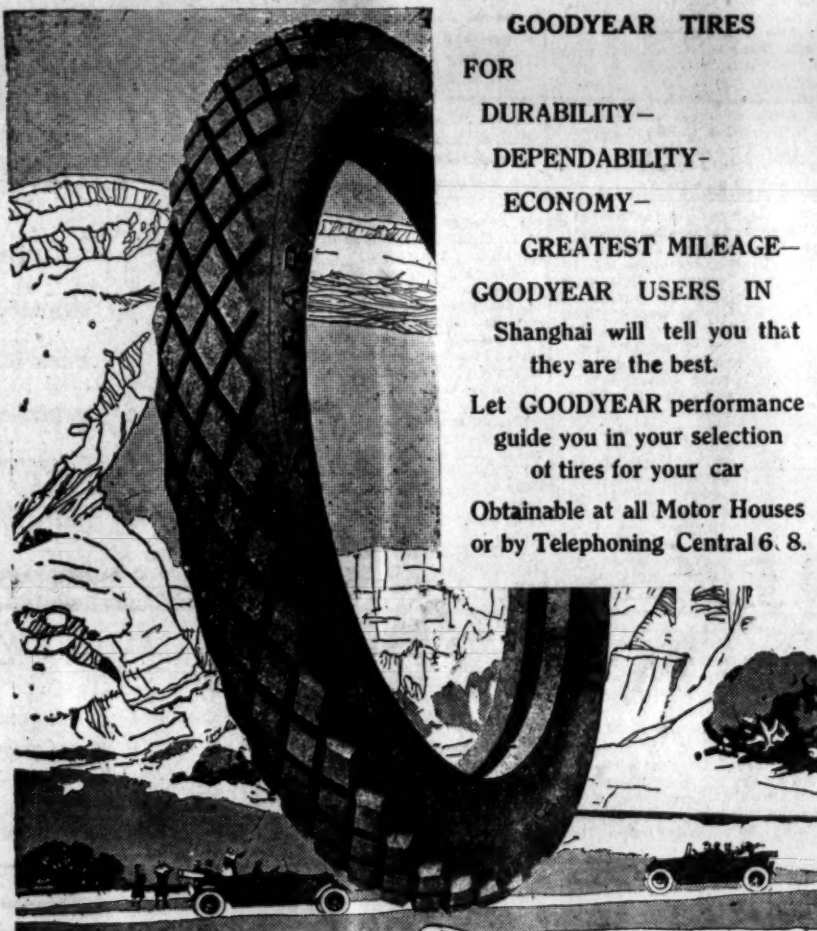
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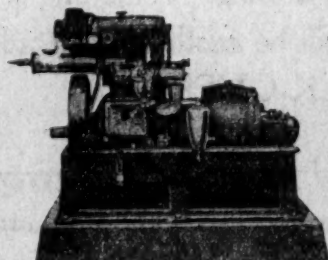
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Plague And Flood Bureaus Doing Competent Work

From Our Own Correspondent

Peking, February 20.—It is a pleasure to forget, if one can, the hopeless muddle that the politicians, or rather the military men who think themselves politicians, are making of things in China, and to turn to altogether more satisfactory displays of Chinese capacity. During the past ten days, or so, the attention of onlookers has been drawn to two excellent pieces of Chinese work, one in connection with the prevention of plague and the other in connection with the problem of floods and conservancy in Chihli.

As has been pointed out in this correspondence before, there was a certain amount of adverse criticism on the measures being adopted to stem the tide of plague. This criticism seems to have been not altogether warranted, and even what of it was warranted has been amply atoned for by subsequent energy and thoroughness on the part of the responsible authorities. Several instances have occurred lately showing the determination of the Plague Prevention Commission, which really means General Chiang, to secure efficiency. For some time there had been a good deal of dissatisfaction expressed at the work of Dr. Ho, and more particularly at the attitude he had displayed towards what was supposed to be the main object in sending him to Kalgan, Tatungfu and Fengchen. This dissatisfaction was very definitely voiced by the foreign interests concerned, with the result that the Chinese authorities immediately sent up additional medical men part of whose business it was to supplement Dr. Ho's work. The Chinese authorities too have done all they could to keep the men in the field up to pitch in their work. Dr. Ho has taken the action that the authorities have seen fit to adopt very much to heart, and the result is a telegram that means nothing if it does not mean that he is exasperated, and his exasperation will be taken by most people to mean that he feels the force of the criticisms that have been made, and has no adequate defence. The telegram is as follows:

"To Ministry of the Interior: It is easy to criticize others when one is not in the work himself. It is hard to get the confidence of the people when one is working in a God-forsaken country. But people will soon be satisfied if it ends in great success or complete victory. This represents the situation in Fengchen. I come to work for the benefit and happiness of our Chinese brethren, and do not mean to get my fortune. I only understand one thing—to fulfil my duty.—S. Y. Ho."

The telegram is interesting, especially as indicating the sort of pressure that has evoked it, exactly the same sort of pressure as was

brought to bear on the Paoingfu Taoyin, the pressure of a strong man seriously bent on accomplishing the task set before him, conscious that public opinion would support him in the resort to drastic measures if necessary. General Chiang is showing very marked administrative and organising ability, and is more than justifying the trust that has been placed in him.

The second source of satisfaction arises from the publication by Mr. Hsiung Hsi-ling of the accounts of the funds entrusted to him for Flood Relief and Conservancy in Chihli, of a full report on what has been done, of a clearly expressed statement of what ought still to be done, and of a rough estimate of what funds will be needed to carry on the work effectively. There may be differences of opinion as to the advisability of some of Mr. Hsiung's proposals, though as yet there has not been any marked divergence from his proposals by any competent critic, and there may be faults in both the accounts and the estimates from the point of view of a critical chartered accountant; but there is generally favorable comment on the fact that the accounts have been published, and published so soon, that a very definite amount of work has been done and very considerable distress relieved, and that the official mainly responsible for it has such a broad outlook on the whole subject as to suggest, and suggest publicly, wide-embracing schemes for the future.

Within a few days of the holding of the first meeting of the Chihli Flood Relief and Conservancy Bureau, one of the foreign engineers present said to your correspondent, "Do you know Mr. Hsiung Hsi-ling? What sort of a man is he? He has quite taken my breath away. We had a long discussion the other afternoon as to preliminary steps and it was decided that the first thing to do was to make a survey. Of course I expected that the proposal would be weeks before it came to anything; but to my surprise no sooner was the meeting over than Mr. Hsiung Hsi-ling took me on one side and asked what engineer was available to make the survey. He wants him to start work as soon as the necessary instruments and assistant staff can be got together. Something is going to happen in this country after all. I never knew anything like it."

Mr. Hsiung Hsi-ling has pushed steadily on with his work and the opinion of those best qualified to speak is that he has done real wonders. But to publish accounts, and to publish them before the public has had time to forget that the work has been done, this, the public says, passeth all understanding.

Unified Command Essential To Victory, Says Premier

(Continued from Page 1)

was concerned. Sir Douglas Haig drew attention to a weak point or two and we undertook to remedy them, but these were not points affecting the root proposal.

Upon returning to London he reported to the Cabinet. He (7) thought the plan unworkable and dangerous. Subsequently the Army Council made certain criticisms from a constitutional point of view. He considered these carefully with Lord Derby, Secretary for War, who throughout put Sir William Robertson's case before the Cabinet.

General Haig Satisfied

The Premier emphasised his anxiety that these arrangements should work wholeheartedly by all the French and British military authorities and especially that Sir Douglas Haig should be satisfied. Therefore before the agreements were made he talked with Sir Douglas Haig, who said that he would work under the new arrangement, which was that the British permanent military adviser on the Council at Versailles should become a member of the Army Council, should constantly communicate with the Chief of Staff and should be absolutely free in the advice he gave.

The Chief of Staff, continued Mr. Lloyd George, would have the same powers as his predecessor, Sir William Robertson, and would remain the supreme military adviser of the British Government. He would accompany Ministers to the meetings of the Supreme War Council as their adviser and would have the right to visit France and consult the military representatives there.

The British representative at Versailles must have the most perfect freedom to discuss and recommend plans. If the Commander-in-Chief did not approve them or if there was a difference of opinion among the various representatives, then the Government would decide. There was no derogation of authority by the Government. The Chief of Staff would be chief adviser to the Government in the event of any such difference of opinion.

It was only after the Government had decided to offer General Sir William Robertson the position of British Military Representative at Versailles that the Premier realised that Sir William Robertson objected on military grounds to the system which the Conference at Versailles had decided unanimously to adopt. Sir William Robertson suggested the British representative at Versailles should be made the deputy of the Chief of Staff, but the Government rejected the suggestion because the suggested position would be impossible for any man and would have made the British representative inferior to the other members of the Council.

A Voice: "What about Foch?"

The Premier pointed out that General Foch was within twenty-five

minutes of Versailles and could be consulted in the event of an emergency.

The Premier reiterated that the Government very deeply regretted that it was obliged to proceed without Sir William Robertson. The choice between carrying out the unanimous policy of the military advisers of the Allies and retaining the services of a most distinguished and very valued public servant was a very painful one but in view of the magnitude of the policy the Government was bound to stand by the arrangement with its Allies.

Unity Hard To Achieve

Mr. Lloyd George dwelt on the natural difficulties of securing military unity among the Allies. Some persons thought that the new arrangement would secure political unity but would imperil the unity of the armies. The Government proposed to invite suggestions from the highest military authorities with regard to the best means of removing the anxiety that the new scheme might impair the efficiency of our army. The Government would adopt any such suggestion to improve the new scheme. National feeling, historical tradition and suspicion militated against every alliance, while there were also other difficulties due to professional conservatism. He pleaded for mutual trust and confidence, which was the very soul of victory.

"We discussed and re-discussed this plan in order that our whole concentrated strength should be mobilised to resist and break the most terrible foe civilisation has ever confronted. We faced the terrible realities that the enemy had rejected very moderate terms which the whole of civilisation has accepted as reasonable. Why had the enemy rejected them? Because he was clearly convinced that the collapse of Russia gave him power to achieve a military victory and to impose Prussianism forcibly on Europe."

The Premier begged the House to turn down all controversy and close its ranks. If the House disapproved the policy decided on by the Versailles Council let it put in a Government which would refuse to accept that policy, but it must be another Government. "The Government is entitled to know, and to know tonight, whether the House and the nation wish to proceed with a policy deliberately settled with a view to organising our forces to meet the advance of the foe."

"I have endeavored to discharge the terrible functions of my position to the utmost capacity of my strength. If the House tonight repudiate that policy for which I am responsible and, I believe, on which the safety of the country depends, I shall quit office with but one regret: that I have not had greater strength and greater ability to place

at the disposal of my native land in the gravest hour of history."

Criticism By Mr. Asquith

Mr. Asquith, who followed the Premier, paid a tribute to the great and loyal example shown by General Sir William Robertson in accepting the only post at present available. He hoped the House would imitate a similar spirit.

He did not quarrel with the decision of the Versailles Council in respect to its functions. He considered that issue concerned the machinery by means of which the connected action of the Allies should be exercised. He advocated that the British military representative at Versailles should be a representative of the Chief of the General Staff. The Government had undertaken a great responsibility in disregarding the advice of their greatest strategical and technical authorities.

There was a certain amount of natural disquietude among the public with regard to these events because in the last two months we had lost Admiral Sir John Jellicoe and General Sir William Robertson, both of whom preeminently enjoyed the confidence of the country. In both instances it was an enforced retirement, while both were preceded by a hostile, virulent and unscrupulous press campaign.

He had only spoken today because he felt that restrained parliamentary criticism was necessary in order to attain the earliest possible peace which secured the high purpose of the Allies.

The remainder of the debate was featureless, the speeches relating to army departmental matters.

Lords Attack Northcliffe

In the House of Lords this evening Lord Derby, Secretary of War, strongly supported the Versailles Council, remarking that it had already achieved most excellent results with regard to unity between the Allies. He said that he offered to resign but the Premier requested him to remain in office.

Lord Derby said that Sir William Robertson at Versailles suggested a certain scheme but it was condemned by our own military advisers and also by all the members of the Supreme War Council. He, Lord Derby, had agreed to remain in office only because he was confident that the Versailles scheme could be made successful and would materially help to win the war.

Lord Buckmaster denounced the shameful attacks in the Northcliffe press upon General Sir William Robertson.

Lord Curzon stated that the Government would deal with the Northcliffe press as it did with other newspapers. He described the attacks upon some of our distinguished officers in the Northcliffe journal as most reprehensible. He said that the Versailles scheme was warmly approved by Sir Douglas Haig and that the whole position had not been materially altered. Lord Curzon concluded by stating that Sir Douglas Haig retained absolute control of his troops, although certain reserves would be at the disposal of the Versailles Council to meet any danger-point.

Victory For Lloyd George

London, February 20.—The reception of Mr. Lloyd George yesterday afternoon by the House of Commons was in marked contrast to a week ago. As the Times says, the opposition simply faded away after the

Premier had made his plain statement, while the subsequent lack of excitement in the Lobby showed how completely the Premier had made his case.

Mr. Lloyd George was in his best conciliatory form and, to the obvious relief of the majority of the members of the House of Commons, there was little danger of the debate taking a destructive course.

When he had concluded the remaining speakers mostly concentrated on the alleged association of the Government with certain newspapers. Mr. Austen Chamberlain especially making a direct attack and urging the Government to sever its connection with three newspaper proprietors.

The Unionist War Committee met after the debate but after talking for one and a half hours did nothing.

TRAVEL IN GERMANY NOW A REAL ORDEAL

Sarcastic Letter In Munich
Paper Reveals Discomforts
Of War Time

London, January 12.—The joys of railroad travel in Germany are portrayed in a sarcastic letter published by the Munich Neueste Nachrichten, in which the writer wonders how people can complain of the lack of heat in railway cars when they remember how important it is not to scorch their costly boots upon hot pipes. He thinks it a great advantage to travel in a car with broken windows, owing to the need of fresh air when so many of the passengers are smoking beech leaves and hops. What does it matter, he adds, if the floor is dirty, since it is clean in comparison with the swamps of Flanders.

The absence of foot mats, he points out, is welcome evidence of official economy, and when people say that the railway carriages are like pigsties they are only comparing themselves to pigs. As regards the state of the smoking cars the writer can only suggest that it might be well to provide the non-smokers with gas masks.

People complain, he says, that the trains are late twenty minutes, or an hour, or an hour and a half. This is folly, for they never before knew the unspeakable joy they feel when they do at last arrive. Again, people complain that the trains are slow, although often in the past they pined for the good old days of the stage coach. Now those times have returned; passengers can get out and walk when their feet are cold and get in again when they are warm.

MAYOR MITCHEL-A MAJOR

New York's Former Head Commissioned in Aviation Corps

New York, January 11.—John Purroy Mitchel, who retired on January 1 as Mayor of New York, was today appointed a major in the aviation corps of the United States army.

MRS. ANDREWS' PICTURES OF CHINA ARE PRAISED

Natural-Color Views Shown Before New York Zoological Society

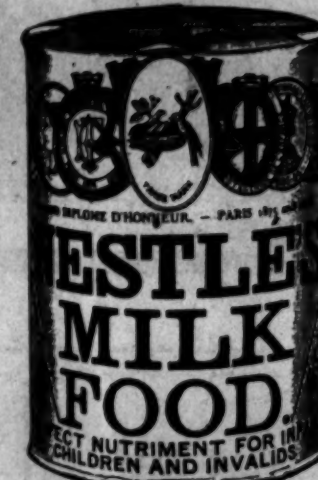
New York, January 9.—Two remarkable series of pictures, one a motion picture taken in the Marine Biological Laboratory at Naples, Italy, by Dr. Edward Boscio, and the

other a series of natural-color pictures taken by Mrs. Roy C. Andrews in the Chinese province of Yunnan, were shown for the first time last night at the twenty-fourth annual meeting of the New York Zoological Society, held at the Waldorf-Astoria Hotel.

The natural-color pictures taken by Mrs. Roy C. Andrews on the recent expedition of the American Museum of Natural History to the Province of Yunnan are among the most remarkable and beautiful pictures of their kind ever exhibited on the screen. All the wonderful colors of the valleys of the Southern Himalayas were thrown on the screen.

and time and again Roy C. Andrews, who explained the pictures, was interrupted by hearty applause, which accompanied the reproduction of the rivers and mountains of the Tibetan frontier on the screen.

Pictures of quaint Chinese villages which have not been visited by more than a score of white persons were thrown on the screen in all their naturalness, as were views of scenery and wild life in the little-known Chinese province. The pictures have a decided advantage over the hand-colored plates, in that the delicate tones and tints are preserved, while none of the detail is lost.



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March 17 (Afternoon), 3.15

PART I

Tomaso VITALI Ciaccona g minor
M. PIASTRO.
RAMEAU... (a) Le rappel des oiseaux.
(b) Tambourin.
(c) The HEN.
Couperin The Little Windmills
SCARLATTI... (a) Pastorale.
(b) Sonate a major.
A. MIROVITCH.
VIOTTI Concerto N. 22
Cad. (Henri Wienawski).
M. PIASTRO.

PART II

HAENDEL The Harmonious Blacksmith
A. MIROVITCH.
BACH... Sonate N. 1 for violin alone.
Adagio. Fuga. Siciliano. Presto.
M. PIASTRO.
Fugue chromatique (piano).
A. MIROVITCH.

SECOND CONCERT

March 23

PART I

MOZART... Sonate for piano and violin N. 10
Allegro moderato. Andantino sostenuto.
Rondo.
A. MIROVITCH and M. PIASTRO.
HAYDN Sonate d major.
Allegro con brio. Largo e sostenuto.
Finale. Presto.
A. MIROVITCH.

BEETHOVEN... Concerto D Major for violin.
Allegro ma non troppo Larghetto. Rondo.
Three original cadenzas by Leopold AUER.
M. PIASTRO.

SONATA APPASSIONATA

Allegro assai. Andante con moto.
Allegro ma non troppo. Presto.
A. MIROVITCH.

THIRD CONCERT

March 30

PART I

MENDELSSOHN...
Concerto for violin, E minor.
Allegro molto appassionato. Andante.
Allegretto non troppo. Allegro molto
viva ce.
M. PIASTRO.
Songs without words:
N. 1... E Major.
N. 3... A Major (Hunting Song).
A. MIROVITCH.
WEBER Invention a la danse
A. MIROVITCH.

PART II

PAGANINI Two Caprices
ERNST Concerto F sharp minor.
M. PIASTRO.
SCHUBERT... (a) Impromptu A flat major.
(b) Moment Musical.
(c) Impromptu F minor.
A. MIROVITCH.

FOURTH CONCERT

April 6

PART I

VIEUXTEMPS Concerto N. 5 for violin
M. PIASTRO.
SCHUMANN... 1. (a) Soaring.
(b) Why?
(c) In the Night.
2. Carnival, op. 9.

PART II

WIENIAWSKY...
1. Concerto (Second) Allegro moderato.
Romance. Allegro con fuoco Allegro
moderato (a la Zingara).
2. (a) Legende.
(b) Mazurka.
(c) Souvenir de Moscou.
M. PIASTRO.

FIFTH CONCERT

April 16

CHOPIN RECITAL

1. SONATE B Minor.
Allegro maestoso. Scherzo. Largo. Finale.
Presto ma non tanto.
2. (a) Nocturne B major.
(b) Three Mazurkas.
(c) Valse, C sharp minor.
(d) Ballade, G minor.
3. (a) SIX STUDIES: op. 10 N.N. 3. 7. 11.
op. 25 N.N. 7. 9. op. 10 N. 5.
(b) Berceuse.
(c) Scherzo C sharp minor.
4. Sonate B flat minor, grave doppio movimento,
Scherzo, Marcia Funebre, Finale.
A. MIROVITCH.

SIXTH CONCERT

April 23

PART I

Cesar FRANCK Sonate A major
M. PIASTRO and A. MIROVITCH.
BRAHMS Concerto op. 77 for violin.
Allegro non troppo. Adagio. Allegro giocoso,
ma non troppo vivace. Cadenza
by J. Joachim.
M. PIASTRO.
BRAHMS... (a) Intermezzo, A major.
(b) Capriccio, B minor.
(c) Ballade, E flat major.
A. MIROVITCH.

PART II

SARASATE... (a) Spanish Dance.
(b) Caprice Basque.
M. PIASTRO.
LISZT... (a) Etude D flat major.
(b) Au bord d'une source.
(c) A Dream of Love N. 3.
(d) Rhapsodie N. 2.
A. MIROVITCH.

SEVENTH CONCERT

April 27

PART I

GRIEG Sonate C minor.
Allegro molto ed appassionato.
Allegretto espressivo alla Romanza.
Allegro animato.
A. MIROVITCH and M. PIASTRO.
SAINT-SAENS Concerto N. 3
Allegro non troppo. Andantino quasi Alle-
gretto Molto moderato e maestoso.
Allegro non troppo.
M. PIASTRO.

PART II

Max BRUCH... Fantasia on Scottish Folk-Melodies
Introduction, Adagio, Scherzo, Andante, Finale.
M. PIASTRO.
RUBINSTEIN... (a) Barcarolle F minor.
(b) Etude C major.
(c) Valse Caprice.
A. MIROVITCH.
TSCHAIKOWSKY Serenade Melancolique
BAZZINI La Ronde des Lutins
M. PIASTRO.

EIGHTH CONCERT

May 4

PART I

Erkki MELARTIN Sonate op. 10
Allegro. Adagio. Scherzo. Allegro
umoristicamente.
A. MIROVITCH and M. PIASTRO.
K. GLAZUNOV Concerto for violin
(First performance).
M. PIASTRO.
RACHMANINOFF (a) Prelude, G sharp minor
(b) Polichinelle.
SCRJABINE Two Etudes
A. MIROVITCH.

PART II

DVORAK-KREISLER Slavonic Dance N. 1
L. GODOWSKY... Valse Macabre.
Caprice Viennois.
KREISLER Tambourin Chinois
M. PIASTRO.
MacDOWELL... (a) Waterlily.
(b) From the Depths.
(c) Scotch Poem.
DEBUSSY... (a) La Cathedrale engloutie.
(b) Fireworks.
PADEREWSKY Cracoviac fantastique
A. MIROVITCH.

Dates are subject to change should circumstances compel.

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The prices for single concert will be as usual: \$3.00, \$2.00 and \$1.00

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There were six of us. "Curly" Wallace was called "Curly" because he had the cutest little Della Fox, or spit curl, as the gum chewers call it, you ever saw. Wallace was proud of that curl, and gave it the best of attention and care. He was Scotch.

"Happy" Houghton earned his nickname by his constant smile and happy disposition. He was English, a Londoner.

"Hungary" Foxcroft really earned his title. He took special pains that our rations would not become mildewed by lying around too long in the dampness of our dugout. He was English, also from London.

"Ikey" Honney was dubbed "Ikey" because in one of our theatrical attempts he took the part of "Ikey Cohenstein," and made quite a hit. English, via London.

"Dick" Turpin, called "Dick" in memory of the highwayman, used to help the quartermaster sergeant, so the name was very appropriate. He was Irish, from Dublin.

I was the sixth. The boys put the prefix "Yank" to my name because I am American and hailed from the "Big Town" behind the Statue of Liberty.

The six of us composed the crew of Gun No. 2 of the 1st Brigade Machine Company. We were machine gunners, and our gun was the Vickers light, .302, water cooled.

It was a rainy afternoon in June, and we were sitting in our dugout in the front line trench, about three hundred yards from the German lines.

If you should ask a Tommy Atkins "What is a dugout?" he would look at you in astonishment and, pitying you for your apparent lack of education, would answer, "What's a dugout? Why, a dugout is a—well, a dugout's a dugout." Only being a Tommy pro tem.—pro tem, in my case meaning "for duction of war"—I will try to describe to the best of my ability this particular dugout.

A dugout is a hole in the ground. Gets its name because it is dug out by the Royal Engineers, or R. E.'s, as we call them. It is used to shelter the men in the trenches from shelling. They also sleep in it, or try to. From our point of view its main use is to drain the trenches of muddy water, and give us rheumatism. It also makes a good hotel for rats. These guests look upon us as intruders, and complain that we overcrowd the place. Occasionally we give in to them, and take a turn in the trench to rest ourselves.

Our dugout was about twenty feet deep, or, at least, there were twenty wooden steps leading down to it. The ceiling and walls were braced by heavy, square cut timbers. Over the timbers in the ceiling sheets of corrugated iron were spread to keep the wet earth from falling in on us. The entrance was heavily sandbagged and very narrow; there was only room for one person to leave or enter at a time. The ceiling was six feet high and the floor space was ten feet by six feet. Through the ceiling a six-inch square airshaft was cut. We used to take turns sleeping under this wet weather.

The timbers bracing the walls were driven full of nails to hang our equipment on. After our ammunition, belt-filling machine, equipment, rifles, etc., had been stowed away there was not much space for six men to live, not forgetting the rats.

It was very dark in the dugout and, as we were only issued a candle and a half every twenty-four hours, we had to economize on light. We betide the last man out who left the candle burning!

In this hotel of ours we would sit around the lonely candle, and, through a thick haze of tobacco smoke, would recount our different experiences at various points of the line where we had been, or spin yarns about home. Sometimes we would write a letter, when we were fortunate enough to be near the candle. At other times we'd sit for an hour without saying a word, listening to a German over in the enemy's front trench playing a cornet. My how that Boche could play! Just to make us hate the war, he'd play "Swanee River," "Home, Sweet Home," or "Over the Waves." The latter was my favorite. During his recital, our trenches were strangely quiet. Never a shot from either side.

Sometimes, when he had finished, Ikey Honney would go into the trench and play on his harmonica. As soon as we'd see that harmonica come out it was a case of "duck down low," for the Germans would be sure, when the first strains reached them, to send over "five rounds rapid." We hated that harmonica. More than once we chuckled one over the top but he'd sit down, write a letter, and in about ten days' time would receive through the mail a little orange package, and we'd know we were in for some more "five rounds rapid." We didn't blame the Germans.

Still, that harmonica had its uses. Often we would get downhearted and "fed up" with the war and "grouse" at everything in general. Then Ikey would reach in his pocket, and out would come that instrument of torture. We would then realize there were worse things than war, and cheer up accordingly.

On this particular rainy afternoon in June we were in a talkative mood. Perhaps it was due to the fact that "Curly" Wallace had made his "Tommy's cocker" do what it was supposed to do—make water boil in an hour and a half. A "Tommy's cocker" is a spirit stove which is very widely advertised as a suitable gift to the men in the trenches.

Many was sent out, and many are thrown away.

Anyway, the "cocker" lived up to its reputation for once, though a little behind its advertised schedule in making water boil. Curly passed around the result of his efforts in the form of an ammunition tin half full of fairly good tea. We each took a good swig, lighted a Woodbine cigarette—they had "come up" with the rations the night before—and settled back against the damp earthen walls of the dugout to see who could tell the biggest lie. For a few minutes silence reigned—no one seemed to care to be the first to break in.

Then Dick Turpin, turning to me, asked: "Remember Burton, of A Company? Think he was in the 3rd Platoon—the fellow that was recommended for the V. C. and refused it. Got the recommendation for rescuing his platoon commander under fire."

I answered in the affirmative and Dick "carried on" with:

"I never could see into that affair, because they seemed to be the worst of enemies. The officer was always picking on him, used to have him 'on the crime sheet' for the least offence. Got him several days of extra pack drill, and once he clicked twenty-one days' 'crucifixion' (Field Punishment No. 1, tied to a limber wheel two hours a day for twenty-one days).

"No matter what dirty fatigue or working party came along, Burton's name was sure to head the list.

"This Burton appeared to be a surly sort of a chap, kept to himself a whole lot, always brooding, didn't have many friends in the company, either. There seemed to be something on his mind.

"Most of the company men said his sweetheart back in Blighty had thrown him down for some other bloke."

Happy Houghton butted in: "That's the way with this world, always hammering at a fellow. Well, I know this Burton, and there's not a better mate in the world, so let that sink into your nappers."

"Don't get sore, Happy," said Honney. "If you don't mind, let's have the story. I meant no offence. Just naturally curious, that's all. You can't deny that the whole affair has been quite a mystery to the brigade. Spit it out and get it off your chest."

"Let's have it, Happy," we all chimed in chorus.

Happy, somewhat mollified, lighted a Woodbine, took two or three deep puffs, and started:

"Well, it was this way, but don't ask any questions until I am through. You know Burton isn't what you'd call a prize beauty when it comes to looks. He's about five six in height, stocky, a rifle bow-legged, and pug-nosed. To top this he has a crop of red hair, and his clock (face) is the boarding-house for every freckle in the United Kingdom. But strong! Say, that fellow could make Samson look like a consumptive when he got started.

"In Blighty, before the war, Burton and this lieutenant—his name is Huston—went to the same college.

"Huston was nearly six feet high and slender; sort of a dandy, fair-haired, lots of dough, which he never got by working; his papa wished it on him when we went West (died). He was good looking and had a way with the girls which made them think he was the one and only. Didn't care much for athletics. Girls, dances, and card parties were more in his line.

"They were in the same class. Burton was working his way through, and, consequently, Huston looked down on him as a bally bouncer. Among the athletes Burton was popular, Huston wasn't.

"Burton was engaged—or thought he was—to a pretty fine girl by the name of Betty. She thought Burton, or 'Ginger,' as she called him, was the finest thing out. One day Ginger took her to see a football game at the college; he was playing on the team, so she had to sit it out alone. During this sitting it out she met Huston, and the trouble started. He was dead gone on her, and she liked him, so he made hay while the sun was shining.

"She didn't exactly turn Ginger down, but he was no boob and saw how things were, so he eased out of the running, although it almost broke his heart; he certainly loved that girl. This state of affairs widened the gap between Huston and Burton. They hated each other pretty fiercely, but Burton never went out of his way to show it, while Huston took every opportunity to vent his spleen. Ginger saw Betty very seldom, and when he did she was generally accompanied by Huston.

"Then the war came. Ginger immediately enlisted as a private. He could have had a commission, but did not want to take a chance of having to mix with Huston.

A few weeks after Ginger's enlistment Huston joined, too—was losing prestige in Betty's eyes by staying in mufti. He went into the O. T. C. (Officers' Training Corps). In seven months he received his commission and was drafted to France. Ginger had been out three months.

"Before leaving Huston proposed to Betty and was accepted. By one of the many strange coincidences that happen in this world Huston was sent to the battalion and company that Ginger was in, and was put in command of Ginger's platoon. Then things happened.

"Ginger could hardly believe his eyes when he first saw Huston and knew he was to be his platoon commander. He knew he was in for it good and plenty.

"That night Huston sent for Ginger and had a talk with him; tried to make him believe that he harbored no animosity, detailed him as mail orderly, the first act of a campaign of petty cruelty. By being mail orderly Ginger would have to handle Betty's letters to Huston and Huston's letters to her. Ginger saw through it immediately, and his hate burned stronger. From that night on it was one indignity after another, just a merciless persecution, but

Ginger never complained; just stored up each new act and swore vengeance.

"It came to such a pass that Ginger could bear it no longer; he decided to kill Huston, and only waited for a favorable opportunity to present itself. I think it was only his love for Betty which had held him back so long; he couldn't bear the thought of her grieving for her dead lover.

"One night, in the front line trench, orders were received that after an hour's intense bombardment of the enemy's lines the company would go over the top at 4.30 the next morning. Huston was to go over with the first wave, while Ginger was in the second. Here was his chance.

"All that night he crouched on the fire step, musing and brooding, nursing his revenge. He prayed to Betty to forgive him for what he was going to do.

"After the bombardment the next morning over went the first wave, a line of bayonets and madly cheering men. Ginger only saw one in that crowd; his eyes never left Huston. His fingers twitched and caressed the trigger of his rifle—his long looked for opportunity had come.

"The first wave had gone about sixty yards, when Ginger let out a curse. Huston had been hit and was down, and he saw his revenge slipping through his fingers. But no; Huston was not dead; he was trying to rise to his feet; he was up, hopping on one leg, with the blood pouring from the other. Then he fell again, but was soon sitting up bandaging his wounded leg, using a tourniquet from his first aid packet.

A surge of unholy joy ran through Ginger. Lifting the safety latch on his rifle, unheeding the rain of bullets which were ripping and tearing the sandbagged parapet about him, he took deliberate aim at Huston. Then he saw a vision of Betty, dressed in black, with tear-stained eyes. With a muttered curse Ginger threw the rifle from him, climbed over the parapet and faced across No Man's Land. No act of his should bring tears to Betty's brown eyes. He would save her worthless lover and then get killed himself—it didn't matter.

"Reaching Huston, he hissed at him: 'Damn you, I was going to kill you, but I won't. I'll carry you back to Betty. But always remember, it was the man you robbed who saved your worthless life, you despicable skunk!'

"Huston murmured, 'Forgive me, Burton, but for God's sake take me out of this. I'll be killed—for God's sake, man, hurry, hurry!'

"That's it, is it? Whine, damn you, whine! It's murder, my friend. Lieutenant Huston begging a 'bally bouncer' for his life and the bouncer giving it to him. I would to God that Betty could see and hear you now."

"With that Ginger stooped and, by main strength, lifted Huston onto his back and staggered toward our lines. The bullets and pieces of shrapnel were cracking and 'swishing' all around. He had gone about fifty yards when a piece of shell hit his left arm just below the shoulder. Down he went, Huston with him, but was soon up, his left arm dangling and swinging at his side. Turning to Huston, who was lying on his back, he said: 'I am hard hit—it's your life or mine. We've only ten yards from our trench. Try to make it on your own. You ought to be able to crawl in.'

"But Huston answered: 'Burton, don't leave me here. I am bleeding to death. For the love of God, get me in! You can have Betty—money, anything I have, it is all yours—just save my life. Answer me, man, answer!'

"You want my answer, do you? Well, take it and damn you! With that Ginger slapped the officer in the face; then, grabbing him by the collar with his right arm, the blood soaking his tunic from the shell wound in his left, Ginger slowly dragged Huston to the trench and fainted. A mighty cheer went up from our lines. Stretcher bearers took them both to an advanced first-aid post, and their journey to Blighty and Betty was started.

"On the trip over Ginger never regained consciousness. They landed in a hospital in England and were put in beds next to each other. Ginger was taken up into the 'pictures' (operating theater), where his arm was amputated at the shoulder. Huston's wound was slight—bullet through the calf of leg.

"While Ginger was coming out of either he told all he knew. A Red Cross nurse with tear-dimmed eyes was holding his hand. Occasionally she would look across at Huston in the next bed; he would slowly nod his head at each questioning glance of hers, while the red blood of shame mounted to his temples.

"Then Ginger came to. He saw a beautiful vision. Thought he was dreaming. Sitting by his bed, dressed in a Red Cross nurse's uniform, was Betty, Huston's Betty, holding his hand. Betty with tears in her eyes, but this time tears of joy. The sweat came out on his forehead; it couldn't be true. He gasped out the one word, 'Betty!'

"Stooping over, the vision kissed him on the lips and murmured: 'My Ginger, you have come back to Betty.' Then he slept. Next morning the colonel of the hospital came to Ginger's bedside and congratulated him, telling him that he had been recommended for the V. C. Ginger refused the V. C. from the government; said he had not earned it, would not give the reasons, but persisted in his refusal. They can't force you to take a V. C.

"Five months later Ginger and Betty were married. She cuts his meat for him now; says that all his faults were contained in his left arm. He lost that. So, you see, Ginger was somewhat of a man after all, wasn't he, mates?"

We agreed that he was. I asked Happy how he came to know these details. He answered: "Well Yank, Betty happens to be my sister. Gimme a fag, some one. I am about talked out, and anyway we've only got a few minutes before 'stand to'."

Just then the voice of our sergeant sounded from the mouth of the dugout: "Equipment on! Stand to!" So it was a case of turn out and mount our gun on the parapet. It was just getting dark. We would dismount at "stand down" in the morning. Tommy is like an owl—sleeps in the day and watches at night. It was a miserable night, rainy and chilly. The mud in the trenches in some places was up to our knees. We knew we were in for it and wished we were back in Blighty, where one can at least change his clothes when they get wet, instead of waiting for a sunny day to dry them. At times we have been wet for a fortnight.

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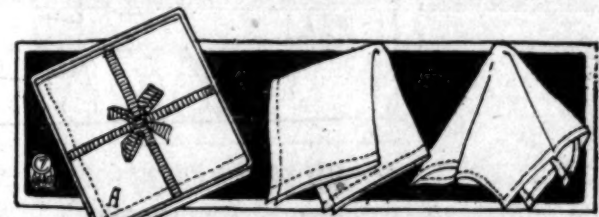
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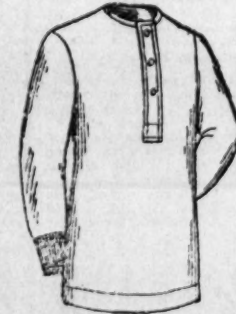
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\$3.75	4.00	4.25
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4.50	4.75	5.00
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Madrid, Jan. 18.—It would seem as though Spain had never been more prosperous than now. New industries have sprung up all over the country. The exchange has never been more favorable.

The Bank of Spain has never held a larger stock of gold. Well known Parisian jewelers have opened establishments in all the great towns and the great "modistes" have found a new "clientele" in this country.

The summer months in San Sebastian, Santander, Bilbao, Vigo and Coruna have never been more brilliant, especially in Sebastian, with the presence of the court, and the races that reminded one of the best days of Longchamps.

In spite of all this there has existed for some time a general feeling of unrest. This may be due in part to the difficult situation of a neutral country, but it is due also to the disunion and ambition of nearly all the Spanish political parties, who put aside their patriotism when personal advantages are at stake.

Another cause of this feeling of unrest is that the good middle class of Spain, the backbone of the nation, who are miserably paid and have to pay high taxes, cannot face the terrible increase in the prices of all articles, especially food stuffs. If there is lack of fuel of all sorts due to the abnormal situation, still there seems to be abundance of the natural productions of the country, and immense profits are being realized by all classes of dealers to the detriment of the less wealthy classes, and the government which seems indifferent, pays little attention to food regulations, transport, roads, cross-country railroads or the other important demands of the nation.

Army And Navy Loyal

The Spanish army, tired of being an ornamental figure and of waiting for very necessary reforms, such as decent armament, better pay, good rations, new barracks, and above all, less favoritism in promotion, has chosen this critical moment to protest, and a "Army Reform Party," with committees, has been the practical result. In every battalion exists one of these "juntas," or committees of defense. They are already almost recognized by the government.

However, the revolutionists who caused the upheaval of last summer were much deceived when they thought they could count on the army. They believed that as the result of discontent the old days of indiscipline and "pronunciamientos" had returned, and that the troops would be on their side. The whole Spanish army and navy remained loyal to the king, and the result was the early repression of the seditious movement, but not without some bloodshed.

Senor Dato took over the reins of government at that most difficult juncture and formed a strong cabinet of disinterested and capable men. Things seemed to get better and the country in general felt that all was about to improve, but as soon as the state siege was raised, throughout Spain and strict censorship, withdrawn, the entire opposition press, especially that part of it under German influence attacked the government so severely that the king, as constitutional monarch, could not do otherwise than express his desire to the premier to consult the opinions of the principal statesmen of the country as to the situation.

This naturally brought about the resignation of Dato and his cabinet. Conservatives, Liberals, Democratic Liberals, Republicans, were called to the palace. Alfonso listened with great attention to all in turn, and then decided to form a cabinet of concentration, charging one ex-premier after another with the mission.

Premier Is Disinterested

It will seem incredible abroad that for nine days no cabinet could be formed—not for want of men, but because they all refused to enter the new cabinet without obtaining a promise of some special political or other concessions. During all these weary nine days the king remained in the palace looking on at this sad spectacle of lack of patriotism of the part of the rulers of the nation, and Dato and his cabinet remained firm at their posts attending to their daily duties.

One disinterested man was ex-Liberal Premier Count Romanones, who offered his services to any cabinet formed, even that of the Ultra-Conservative Maura. The king went so far as to converse with the unruly Catalan deputy, Cambó, a separatist, who caused great obstruction to every reform in the last Cortes.

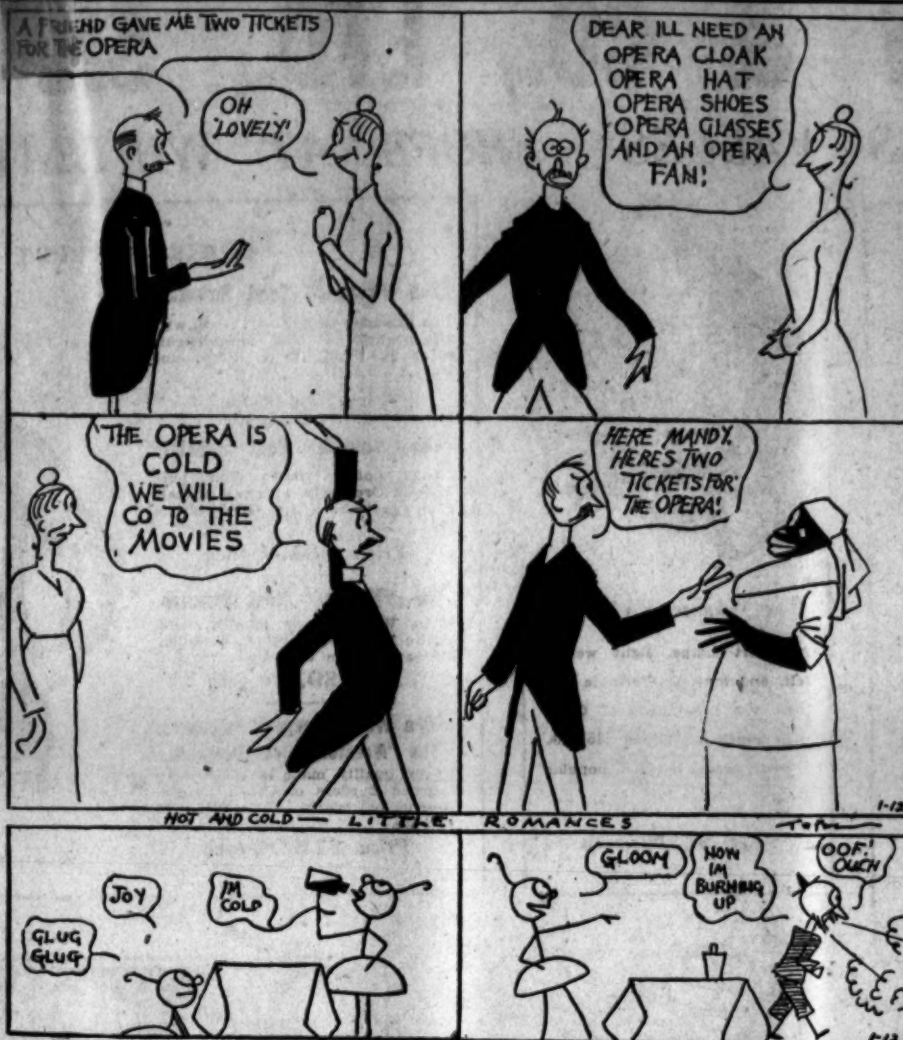
At last Liberal ex-premier, Garcia Prieto Marquis Alhucerna, was able to form the present cabinet on the same lines as the first cabinet of the Restoration. There are notable men of all parties in it, the well-known Conservative Clavie being war minister, and there are three fresh men in the ministry from whom much is expected. Don Juan Ventosa, minister of finance, who is a clever young Catalan lawyer, has been imposed on the cabinet by Cambó. Another Catalan, Rocas, is minister of public works.

The policy of the new government seems promising, but it remains to be seen whether men of such diverse tendencies will pull together.

During these serious days the royal family has not been seen even at the races, where the king's horses are entered in the name of "Count Toledo."

The Willards are in Paris, where it is expected the American ambassador will undergo a slight operation. Mrs. Kermit Roosevelt is spending the winter with her little boy at the Madrid embassy during the absence of her husband.

Joys and Glooms By Tom Powers



CAILLAUX SEEN A GREAT POWER IF ACQUITTED

Former Premier Will Be Stronger Than Ever If Freed, Says Dr. Lynch

By Dr. Arthur Lynch, M.P.

Paris, Jan. 5.—If first impressions could be trusted I would declare that my recollections of M. Caillaux were strongly in the favor. Although he has many and powerful friends, he is nevertheless the most hated man in France, and one over whose head hangs an accusation that puts his life at stake.

Certainly I was not aware of anything to his disadvantage when I met the "Grand Argentier" (Superintendent of Finances in the old days), as he was used to be proudly styled. He was one of the most English-looking Frenchmen I have ever seen. He looked an Englishman of the Norman type. He might have been a cavalry officer or a diplomatist devoted to field sports. He spoke English with a good accent, but he said he had forgotten the language in part from want of practice.

As I looked at his well-cut, regular features, and the head, not highly intellectual, but well shaped, in which a tendency to baldness rather enhanced the air of distinction, I read the character of a man, keen and ardent, fond of pleasure, capable in affairs, but without great depth of thought; self-assertive, spirited, ambitious.

Name Became Detested

On a subsequent visit I found that Caillaux has become unpopular. It was not alone that the newspapers attacked him, that his Parliamentary influence had waned, but, worst of all, the very gamins of Paris held his name in detestation.

One could see it written in a clumsy hand, for instance, and wrongly spelled on the walls—"A bas Caillaud!"

When that happens to a man in Paris he has touched bottom. Caillaux did not allow himself to be beaten, but fought on determinedly and bade his friends believe that he would yet again be Prime Minister.

And his friends, in spite of his unpopularity, still kept their faith in him, giving by way of justification the very reasons which are the foundation of the charges against him:

First, his incomparable skill in finance.

Second, that he saved France from war with Germany at the time of the Agadir affair.

Third, that if without decisive victory a peace to be made, Caillaux was the one man capable of conducting negotiations.

Named In The Bolo Case

During the earlier part of the proceedings against Bolo one name was often hinted at in the papers, but never mentioned. We were able to guess that the name was Caillaux. The advent of Clemenceau to power was really retarded by the feeling that the event would mean the collision of the two, both redoubtable fighters, and that the struggle would be so terrible that the country might be dangerously divided in the process.

Clemenceau, the strong man, came at length, and the hour of Caillaux had sounded. At no time did he seem to have the air of wishing to avoid the ordeal, and now that the charges have been formulated against him he replies undauntedly that he will smash the accusation to pieces.

If he does he will be stronger than ever; if he fails he falls like Lucifer. This is the most severe of the storms of his tempestuous life. He survived the criticism of the Agadir transaction. In that occasion Clemenceau had brought him down by suddenly unmasking the fact that Caillaux, as Prime Minister, had conducted the negotiations with Germany behind the back of his own Minister of Foreign Affairs. It was rumored and believed that the Machiavellian

statesman had enriched himself in big financial deals with the Germans.

Wife Killed Editor

He was believed to be enormously rich. Then came a series of accusations of a still more damaging character in the *Pigaro*, in which the paper, unfortunately, mixed up with matters of public importance a few letters of an amorous kind. That campaign was closed by Mme. Caillaux, who went to the office of the *Pigaro* and shot the editor, Calmette.

Even in the face of this crime Caillaux did not lose his nerve. He defended his wife with indomitable spirit, he maintained his popularity in his constituency of Le Sarthe and he finally triumphed in the acquittal, which closed the case.

My respect for France has pre-

vented me from writing about Bolo or Boloism—for Bolo is a type—but the advent to power of Clemenceau has acted like a tonic, and no danger now exists of discussing this subject. In the first place, let me say sincerely that the French press has been admirable during the war, and certainly not inferior in patriotism to the rest of that heroic France which has revealed herself with such grandeur at the call of sacrifice.

Bolo did not succeed in turning any French newspaper to enemy purposes, for even the case of the Bonnet Rouge was beyond the scope of his influence.

A word about Almeréyde, the singular editor, whose mysterious death

is now being more closely investigated than heretofore.

I met him once at a sumptuous luncheon, when, totally unaware of anything shady in his character, I felt partly attracted and partly repelled by his personality.

He was still young, for he had begun early. Apprenticed to a photographer he had robbed his employer, and soon afterward he was an active spirit in a band of anarchists.

Bolo Of Another Type

Bolo is another type and race—there are so many.

I have heard him described by a distinguished savant as possessing all the style of a gentleman; not, said he, of the showy kind either, but as one whose manner had a certain royal distinction, and whose conversation was of good quality. That was evidently the best side of Bolo, who, like all that breed of adventurers, is a born actor.

Bolo, although he has the air of an exotic prince and a manner as fascinating to many, especially to the fair sex, was the son of a poor clerk in Marseilles whose meager pay, insufficient even for the modest family needs, was eked out by the fees of a girl's school kept by Bolo's sister.

Bolo was clever without being really intellectual; he failed to obtain the bachelor's degree which opens the door to the professions in France. He fell back on other arts and talents. He became a dentist, then a currier of ladies' hair, then a merchant in live lobsters, a boat owner, a restaurateur, proprietor, and so on through a variety of roles. Most of these resulted in failure; but Bolo was not greatly disturbed—he was experimenting with the money of friends.

While curling the fringes of his hair

clients in Marseilles, Bolo was acquiring polish of manner and all the arts of winning confidence, while allowing his imagination to run riot in magnificent schemes.

A marriage with an opera singer, Bolo his first veritable footing in the world of Paris. Such was Bolo when the war broke out. In that sublime tragedy he saw nothing but a chance to enrich himself. All his projects for demobilizing the French press came to naught, and the course German diplomatists showed Teutonic finesse, great working power, elaborate organization, and mechanical intelligence in carrying out a stupid plan; for they lost millions in backing Bolo.

FUEL OIL UNDER CONTROL OF U. S.

Mark L. Requa Of California Named Administrator By Government

Washington, January 18.—Mark L. Requa, a capitalist and mining engineer of Oakland, Cal., was today appointed head of the newly formed oil division of the administration which will handle government control of oil. The first work will be an investigation of the entire petroleum situation.

The fuel administration, it is

understood, has not decided yet how far it will go in controlling the oil. The food control bill, although it does not give authority to fix oil prices outright, as in the case of coal and coke, empowers the government to institute a licensing system. It is probable that the subject of how far control will be exercised will be left largely in the hands of Requa, a mining engineer and an oil expert.

Requa has been largely interested in California oil for many years, both as president of the Nevada Petroleum Company and as director in a number of oil corporations. He has always maintained an office in San Francisco and is associated there with Frederick W. Bradley and J. H. Mackenzie in the operation of rich mines in Nevada, Alaska and elsewhere.

Delay in taking advantage of the fuel control law provisions, with respect to oil, was due to the feeling that the oil situation was working smoothly in private hands. During the recent coal and transportation tieup, however, complaints reached the fuel administration that there was an improper distribution of oil, resulting in advanced prices.

One effect of government control of the output and distribution of oil would be to assure the navy an adequate supply for its fuel oil needs.

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All Germany Excited Over Preparation For Final Blow

Troops From Russian Front Paraded Through Berlin To Hearten Public

By Theodore van der Klute
(An Amsterdam Journalist Recently Returned From Berlin)

There is now only one topic of interest in Berlin and other large German cities, and it is the forthcoming German offensive in the west. Belief in the possibility of ending the war by a crushing blow against the French and British lines is widespread and growing.

The visions of forcing a peace in this manner are founded upon the chaos in Russia and withdrawal of all the best troops from the eastern front.

For some time this process has been conducted in a piecemeal fashion, the fittest men from each division on the eastern front being withdrawn and formed into new divisions; now the process of removal of whole divisions has begun. The transference has been accomplished with a good deal of ostentation, and scenes of enthusiasm have marked the passage through Berlin of the troops coming from east to west.

Transferred Men Uncasy

Not only have these men been diverted from their shortest route in order to display them in Berlin, but the times of their arrival and departure have been made public.

The object of this unusual publicity is two-fold. The first and accomplished is the restoration of confidence among the Berliners, who are contemplating a war winter with no great amount of severity.

The second purpose is to hearten the troops going West by displays of enthusiasm and confidence.

The Western Front has no alluring reputation among any German soldiers, least of all among those accustomed to the much easier conditions on the Eastern front; and many so transferred have made no secret of their uneasiness at the change.

For the same reason great publicity is given to the half-understanding made by Count Czernin, the Austrian Premier, that Austrian troops should also be sent to the Western front. The promise, however, is not taken very seriously in Berlin.

No Time To Arouse Austria
Apart from the fact that Austria has no war aims in the West, there is a large body of public opinion, especially in Hungary, which cleaves

to the idea that Austria is a mere German cat paw.

Any open act likely to illustrate the correctness of this idea would be peculiarly unpalatable to the Pan-Germans themselves, who believe that the time has not yet arrived when Germany's hand can safely be shown in Austria.

More ominous for the cause of the allied Powers than the prospect of Austrian troops fighting along the western line is the very real augmentation of German aerial forces.

It may safely be predicted that any offensive in the west will at once reveal a remarkable increase in the aerial strength of the German army.

It is popularly believed in Berlin that 500 men have been taken into training as pilots in every week since last May, and that as many trained and efficient pilots are at present emerging from the training camps each week.

Airplanes On Big Scale

Airplane construction has been augmented on even a more sensational scale, and the usual mysterious hints of overwhelming supplies in store for Great Britain are heard on every side.

These rumors may rest, for the greater part, upon the blind faith every German cherishes in the inventive capacity of his own race. There is reason to believe, however, that several new types of machines have been evolved and deliberately reserved for the contemplated demonstration of German force.

The real menace, however, lies not so much in these new types as in the enormous amount of fresh material both in machines and men, which Germany has been preparing for her offensive.

In Berlin it has been made clear that the object of the peace talk with Russia is not so much to establish a basis on which peace may be declared as to keep Russia out of action while the great blow is struck in the West.

A rising in Belgium, in the neighborhood of Alost, is reported to have been repressed by General Falkenhayn with "exemplary severity."

The number of persons killed in this affair, and those executed afterwards for taking part in it, is being carefully concealed, because the total is a staggering one.

180,000 Belgians Disciplined
It is recorded in the "Pester

Jim Jeffries Now Powder Magnate



JIM JEFFRIES

Jim Jeffries is now the head of a concern that is manufacturing a new explosive said to be more powerful than anything ever before invented for war purposes. The formula is so simple that it can be "mixed" in less than an hour's time, right at the front. It is said that the United States Government is likely to adopt it.

Lloyd that the punishment inflicted on Belgians by the German military authorities rose to 180,000 last year, as against 100,000 in the preceding year.

In the same period the number of Belgians seeking to escape and meeting their death on the frontier, either from the electrified wire or the rifles of the sentries, rose to an average of 35 a week, against 10 in the preceding 12 months.

While Hindenburg is rushing forward his preparations for a great attack in the West, Erzberger, the great peace intriguer, is similarly active in Switzerland.

Berlin moralists are deeply concerned at the rapid increase of crimes of violence among women. This development is particularly noticeable among women who have adopted since the war occupations formerly considered essentially masculine.

The new outbreak of feminine crime shows a remarkable number of robberies accompanied by violence, a thing practically novel in feminine criminology.

FINDS ALL ENGLAND A UNIT FOR VICTORY

Dr. Buttrick, Head Of General Education Board, Tells Of Conditions Abroad

WOMEN SERVE THE CAUSE

Energies Of Empire Are Fully Organised, Educator Tells Rockefeller Bible Class

New York, Jan. 7.—Dr. Wallace Buttrick, President of the General Education Board, who recently returned from an educational mission in England, described to the members of the Rockefeller Bible Class at the Fifth Avenue Church yesterday some of the social and economic developments in that country as the result of the war. The energies of the entire nation, he said, were turned to the task of prosecuting the war to a successful finish. The whole population, according to his picture of conditions there, vibrated with a determination to make the struggle against German militarism a winning struggle.

"Without wearing khaki in England these days," he said, "you would certainly feel very much like a sickener. Despite my sixty-seven years I felt very much like one. Those who do not wear a uniform wear some kind of a badge indicating that they are either exempted from service; or that they are helping the Government in some branch of work essential to the prosecution of the war. Not only the common people but royalty is taking part in the war. England is one heart and one soul in this war, and nothing will swerve her from the determination to win it."

Dr. Buttrick was especially impressed with the work that is being done in England to make disabled and crippled soldiers useful to themselves and society. The construction of artificial limbs, Dr. Buttrick pointed out, has been developed to such an extent that soldiers are restored to their former vocations, and made as capable of earning a livelihood as they had been before the war. Those who by reason of their disabilities cannot return to the occupation they pursued before the war are taught trades to which they are more adaptable. The Government makes every conceivable effort to restore the wounded soldiers to economic usefulness. No man is discharged from service until he has mastered some trade.

Discussing the work of the British women in the war, Dr. Buttrick said that during the last three years the women of England had proved themselves adaptable to many vocations from which they had been previously excluded. Thousands of girls drafted into the activities of the large industrial centers are familiarising themselves with a wider range of work than they had ever known before.

Dr. Buttrick described his impressions of the French battle front. "The French," he said, "valiantly

held the line until the British got in, and now the British and the French are holding the line until the Americans get in. The sooner we join the allied forces, the sooner will this fight for civilization and democracy be won. "There has not been enough appreciation of the work that has thus far been accomplished by the British Navy. The navy has swept the German raiders off the sea. It has bottled up the German fleet and is doing splendid work in every possible direction. Too much praise cannot be given to the gallant merchant marine and the sailors, who face the perils of the sea every day without a sign of fear."

HOLLAND AND AMERICA UNITE TO AID BELGIUM

Washington, D. C., January 21.—The Dutch government today signed a provisional agreement with the United States government for the chartering by the U. S. shipping board of 30 Dutch vessels at an American port, for one round trip, to carry Belgian food supplies through the Netherlands. Supplies may be taken to Switzerland later from the American coast, and possibly the vessels will be used to take sugar from Java.

YOUR FIRST DEFENCE.

Pure blood is the body's first line of defence against disease. Healthy blood contains small amounts of antitoxins that neutralise the poisons of invading germs or destroy the germs themselves. That is why so many people exposed to disease do not contract it. Those whose blood is weak and therefore lacking in defensive power are most liable to infection. Everybody knows that healthy, red-blooded people are less liable to attacks of cold and influenza than are pale, bloodless people.

To build up the blood there is one remedy that has been a household word for a generation, Dr. Williams' pink pills for pale people. These pills tone up the entire system, make the blood rich and red, strengthen the nerves, increase the appetite, put colour in the cheeks and lips, and drive away that unnatural, tired feeling. Exercise in moderation, good, wholesome food and fresh air will do the rest.

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Two things YOU can do.
1. Sickness means savings lost; so keep well and strong by taking Dr. Williams' pink pills. They will help you to save, and to earn your living without loss or interruption.
2. Put all your savings into War Bonds; for in that way you help to win the war and at the same time your savings increase in value. Today is the best day to do both.



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The making of this picture is one of the romances of science; that discounts all the dreams of the novelist. They are full of fascination and interest and show the beautiful tropical gardens down in the Bahama Islands, with all their picturesque life, and the native boys, lithe, striped, brown figures, diving for coins, and so agile that they catch the coin before it touches the bottom of the sea.

Other pictures show the innumerable different varieties of fish that abound in those waters, and that range all the way from the beautiful angel fish to the man-eating shark. Then comes the strangest moving picture film that the ingenuity of man has ever constructed.

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MARRIAGE

WILSON—Thompson: Before Sir Everard, D. H. Fraser, K.C.M.G., at H.B.M. Consulate, Saturday, February 23, 1918, afterwards at Holy Trinity Cathedral, by the Rev. Dean Walker, Bertram, Gordon, Wilson, 3rd son of Mrs. W. Armstrong, to Gertrude Thompson, youngest daughter of Mr. J. Lee. Thompson and the late J. Lee. Thompson, Kobe, Japan. Japan papers please copy.

Today's Church Services

Holy Trinity Cathedral.—Second Sunday in Lent. 8 a.m. Holy Communion (and at the Bubbling Well Chapel). 11 a.m. Mattins. Garrett in D. "Lord, for thy tender mercies sake" (Farrant). Preacher, The Dean. 3 p.m. Children's Service. 6 p.m. Evensong "For all the saints" (Stanford). Preacher, Rev. C. J. F. Symons, M.A.

St. Andrew's Church, Broadway.—10.30 a.m. Mattins. Preacher, The Dean. 6 p.m. Evensong. Preacher, The Dean.

Union Church.—11 a.m. Preacher, Rev. C. E. Darwent, M.A. Subject "A vital contrast." Chant 99; Anthem "If thou shalt confess" (Stanford). Hymns 135, 639, 51; 6 p.m. Preacher, Rev. C. E. Darwent, M.A. Subject "The man with the withered hand." Chant 90; Hymns 184, 326, 632.

Shanghai Free Christian Church.—The services in the above will be

conducted as follows:—Morning 11 a.m. by Rev. D. Willard Lyon, D.D. Evening 6 p.m. by Mr. George Howell.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Right Rev. F. R. Graves, D.D.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Mind." Sunday School 10 a.m. Wednesday Evening 6 p.m. Reading Room No. 21 Nanking Road, Room 71, open daily except Sunday, 10.30 to 12.30.

American Song Service.—Mr. C. L. Bromley of the Theological Seminary of the Shanghai Baptist College will address the American Song Service at the Palace Hotel, at 4.30 p.m. Miss Olive of Soochow will sing. Sunday Service League.—Mr. R. H. Stanley, General Secretary, Y.M.C.A. of Kaileng will speak at 5 p.m. Martyr's Memorial Hall.

America's Last Phase Task

Must Make Economic Strain On The Central Powers Pass The Limit Of Endurance, A Feat Impossible Before On Account Of The Position Of Neutrals

By Hilaire Belloc

(Foremost Military Writer in England)

THE big role now being played by the United States in the great war makes it necessary for all those interested in victory to consider the true situation to be faced by America in the conflict.

A deal of harm was done in the past when successive commanders entered the field upon either side, by misapprehensions, both unconscious and deliberate, of the situation each had to face.

At the very outset came the capital error of the Central Empires as to the situation of Great Britain. They believed Great Britain would not enter the war at all. When she did they believed she would be incapable of any great military effort.

Immediately after came a corresponding error (though luckily one of a smaller type), committed by the Entente with regard to the Turkish Empire. The so-called "Young Turks" (who are not Turks at all, but a cosmopolitan secret organisation mainly connected with the international financiers of the Central Powers), were bound, short of an immediate occupation of Constantinople by the Entente—had that been possible—to join the Central Powers. They promptly did so, and by doing so cut off the Russian Empire from its main source of Western supply.

Next came the error of the Western Powers as to the material situation of the Russian Empire and its power to maintain itself properly. This power they exaggerated, with the result that the great advance of the Central Empires through Poland in 1915 came as a most unwelcome surprise.

The moral and military situation of Italy in entering the war, though well understood in England and France, was not understood at all at Berlin. The Italian service was despised by the Germans. At the same time the political forces upon which Germany relied for keeping Italy out were thought to be much more powerful than was really the case.

Next came the absurd error of the Germans in believing their Turkish allies under German direction could effect an invasion of Egypt. This error was unfortunately shared in some quarters of the Entente itself. How foolish it was the latest events have proved.

The next error as to a national situation was a very grievous one. It was the error of the Entente Powers with regard to the situation of Bulgaria. The King of Bulgaria had pledged to the Central Powers long before he actually took the field. When he did so his attack coming in flank was fatal to Serbia and to all the Balkans. Nothing but the rapid military action, which was taken upon French initiative just in time saved Salonica, and

with Salonica the only gate to the Aegean and the Levantine seas.

It will be seen from this list that each party to the great struggle tended through the exaggeration of its own hopes, or from ignorance of foreign nations, to misunderstand the situation of each new adherent as such adherents arrive to one side or the other of the conflict.

I repeat, therefore, that for the United States, the last and the greatest of the forces thrown upon the scales, an accurate judgment of the true situation is essential to a comprehension of the war and of its probable future.

My object in what follows is an attempt, to analyse that situation.

In its general character there enters the fact that America entered the war in its last phase. But after the collapse of Russia there enters also the contrast between her political attitude toward the war and that of France and England; and there enters the contrast between the slight strain on the United States up to the moment of entering the war and the heavy strains already created in France, England and Italy after many months of conflict.

The particular military problem is two-fold. It includes the expansion of the American army with all this connotes, including the learning of new tactical methods. It includes the nature of supply, with all that this in its turn connotes in the amount and novelty of the material required and in the length and difficulty of communications—to which may be added the contrast in what is called "finance."

Let us look at these various points in their order:

It is properly said on all sides that the United States entered the war in its last phase. The last phase of any great campaign is marked by two characteristics: First, the loss of offensive power upon the part of the party which is undergoing defeat—that is, its reduction to a sterile defensive; secondly, heavy depletion of human energy and material upon both sides, though more as a rule upon the defeated than upon the victorious side.

The defeated party invariably gambles in the last phase upon the moral and material exhaustion of his victor. He knows that behind a successful army there is often a discontented population and a danger of political collapse. He trusts in that and prolongs his resistance because it is his only hope. He knows that a defeated nation will continue to struggle more desperately than a victorious one during the last phase of its defense, and he rightly counts this as an asset in his favor. That is the situation which one calls "the last phase" of any great duel to the death between armed powers.

Its characters have always been apparent in the past and always will be apparent whenever great organized human communities struggle one against the other for really

(Continued on Page 11)

Patriotic Thrillers By 84-Year-Old Admiral

Retired Naval Officer, Who Was With Farragut At Mobile Bay, Tells About His Experiences As A Stimulus For Self-Sacrifice By The Young Men Of Today

By Rear Admiral D. Kindelberger, Ex-Medical Director U. S. Navy

I THINK it is the duty of every American, male and female, young or old, to do everything possible to aid in the prosecution of this greatest of all wars to a victorious end. I considered that I, though nearly 84 years old, might be able to arouse in the minds of some people now indifferent to the outcome of the war a patriotic desire to do their "bit" by giving some facts of my experience in the war between the North and South.

In writing these facts of my experiences as I remember them I do it without any of the feeling of resentment that prevailed at that time, but simply to show how bravely all, both Northern and Southern officers and men, stood up before the dangers of battle to defend and maintain their patriotic duties to their country. I hope that their patriotic example may stimulate all of our citizens of today to a deep sense of a personal duty to do all in each one's power in defense of our glorious country, and conquer a lasting peace for us and the whole world.

In 1859 I was commissioned an Assistant Surgeon in the United States Navy and was ordered to the United States ship San Jacinto, which was sent the same year to the West Coast of Africa to prevent the slave trade. We remained there until 1861, when the war broke out, and then we returned to the United States, and I was soon ordered to the United States steamer Miami, which was sent to the Gulf of Mexico to join the squadron of the brave old Admiral Farragut. We were not long in reaching the mouth of the Mississippi River, where his large fleet was assembled.

In a few weeks we all steamed up the river and anchored below Forts Philip and Jackson, where we lay for several weeks waiting for the results of the firing on the forts by the mortar boats. During the time we were waiting the firing by the mortar boats the enemy had stretched chains across the river and sent down numerous fire rafts to burn us in the night. Our ship had a narrow escape from one of these, which floated toward us and got fast in our wheel-house, where it hung some little time before it could be got loose. In the meantime it was throwing hundreds of burning cinders on top of a large oilcloth tarpaulin, under which were stored one hundred barrels of gunpowder for use by the mortar boats next day. Our brave officers and men jumped upon the cinders and put them out before they could burn holes through to the powder. During all of this I was sleeping in my cabin not six feet from the powder. It was a miraculous escape.

At length the Admiral concluded that the time had come to run past the forts in the night with his fleet. Our ship with others was to remain below and deliver a furious fire on the forts as the fleet passed up the river. All his ships went past safely except one. A day or two after the fleet sailed up the river to New Orleans, which was surrendered without firing a gun. Our ship with General Butler and a regiment of troops on board was the first one to land, or, rather, to make fast to the wharves.

After repairing our damages and waiting several weeks for necessary stores and preparations the Admiral determined to take his fleet up the Mississippi River, and clear away the enemy from the shores, so that our river boats could go up and down without being fired on. During this waiting I was transferred to a fine new ship called the Monongahela that was added to his fleet.

The river banks were soon cleared of sharpshooters, snipers, and other obstructions, and then the fleet went up past Baton Rouge to a place called Port Hudson. Here the east bank of the river rose to high bluffs, on which were placed many big guns backed by a large lot of troops. Here the fleet had to stop. The Admiral then determined to run past them in the night, as he had done at Forts Philip and Jackson. So one dark night the fleet started and soon a tremendous firing began from the enemy, and our guns responded. The only ship that got past was the Admiral's ship, the Hartford.

All the other ships fell back down the river except our ship, the Monongahela, which got fast in the mud, right under the enemy's guns on the other side of the river. To make it worse for us, some enemy troops on our shore lighted fires, so that we were silhouetted, and a fine mark for their guns. We expected

every moment, for over four hours, to be blown up by shots in our boilers or magazines. Our brave Captain McKinstry had the bridge shot out from under him, breaking both of his ankles. He was carried to his cabin and asked if the ship should surrender. He answered most emphatically, "No, never! Surrender? I'll be blown up first!"

As good fortune came to us, our ship swung around with head down the river about an hour before daylight, and we soon were out of the range of the guns. We were struck over 100 times with grape, canister, and cannon shots. About one-sixth on board were killed or wounded. My room was torn to pieces. We lay for some days below the forts until we got a new Captain, Abner Reid.

Some days after this, early one morning after a dark night, a small boat came alongside of us, and who should come on board of us but Admiral Farragut. It was as if he had fallen from the sky. It turned out that he had floated past the bluff batteries on a boat or logs concealed by bushes.

He made our ship, the Monongahela, his temporary flagship for some weeks until Port Hudson was taken by General Banks's army in the rear, when his flagship, the Hartford, came down the river from Vicksburg, and he returned to her. While with us he had several slight attacks of sickness which I looked after. Then the mosquitoes were so bad, and to protect him from them I gave him my mosquito bar. He was a most kind and lovable-natured man. The humblest sailor could talk with him without any great formality. He was very kind to me.

Our ship, the Monongahela, was built in the beginning of the war and was of unusual speed, and on that account was almost constantly running backward and forward between Port Hudson, Baton Rouge, and New Orleans, on business for the fleet, carrying stores, passengers, sick, wounded, &c. On several occasions we had Admiral Farragut or members of his staff as passengers. In going down the river we often made sixteen to seventeen miles an hour, much to the delight of the Admiral, whom I frequently heard exclaiming: "See her run, she's going like a scared dog, like a railway train," &c. It was at that time an anomalous speed for a man-of-war.

Because of our frequent passage up and down and our constant firing at everything that looked suspicious, the enemy determined to sink us if possible. So at several points we were fired on by field pieces. Among these places was one consisting of several twelve-pounder guns at a point several miles below Baton Rouge, on the west bank of the river. Holes were cut through the levee, which was very high and thick, so that our eight-inch guns could not fire through them, and when fired over them the fuses did not explode the shell until they were long past the enemy; consequently our firing at them did no damage.

On one occasion we were sent to New Orleans with orders to proceed with all possible despatch, and when we came to this point we were met with severe fire from several guns, which greatly excited the anger of our new Captain, Abner Reid. He gave them several shots from our eight-inch guns and field pieces without stopping the ship. He shouted to them, "I cannot stop now, but just you wait until I come back and I will then blow you to smithereens," or words to that effect.

After attending to the business at New Orleans we started back up the river with Captain Jenkins, Admiral Farragut's fleet Captain, on board. We had several little encounters with the enemy on the way, but when we got to where the several guns were we were met by a grand fusillade. Captain Reid kept his promise to them. He anchored the ship in front of the battery and all our guns were brought into action, but without the least damage to the enemy, because, as I said before, our shells could not penetrate the broad, thick levee, and, when they went over, they exploded far beyond the enemy. We were struck frequently and men were killed and wounded by their twelve-pounder guns.

Finally a shell struck us near where Captain Reid stood, and as it burst he was hit by two of the fragments, one going through his right knee joint and the other tore

out a piece from his abdomen as large as a man's hand, exposing the entrails. A piece of the same shell broke a cutlass into fragments, a part of which struck Captain Jenkins on the right leg above the knee, making a severe wound. As it was considered useless to continue the action, since our firing had no effect in silencing their guns, orders were given to slip the cable and proceed to Baton Rouge.

After arrival, I was ordered to take Captain Reid ashore and remain with him as long as necessary. His wounds were considered mortal, but as he was a large man with a powerful physique, and, before his wounds, in the best of health, it was four days before he died. He was conscious the whole time, but I kept him comparatively free from pain by the use of opiates. He talked with me concerning his wound, and insisted on knowing whether it was mortal.

I felt it my duty to tell him that it was. He then in a most cool manner gave me instructions as to the disposal of his things, and, giving me his wife's address, requested me to write to her an account of his injuries with final messages. Such bravery and such coolness, looking death in the face, was characteristic of the man who, before he came to our ship, was commanding an active little gunboat that ran from Lake Pontchartrain to the fleet off Mobile Bay, much to the terror of the enemy.

In the evening I went to see him and found him very weak, but apparently conscious. Suddenly he opened his eyes and said: "Doctor, I suppose I must die." "Yes, Captain, I am afraid so." Then, again shutting his eyes, he lay for some minutes quietly, and suddenly looking at me, he said, "Well, I think I will shove off," and died without another word.

In the course of two or three months the enemy were captured along the whole length of our part of the river, so we had a rest for a few months. Then the Admiral determined to capture another of the enemy's strongholds at a place called Mobile Bay. To do this several months of preparation were necessary.

At last everything was ready for the attack, and the great Farragut, though he knew for wooden ships to attempt to pass under the guns of so strongly a fortified place as Forts Morgan and Gaines was a very uncertain problem, determined to make the attack.

It was a magnificent sight. Large American flags were at all mastsheads and peaks of every ship, fluttering in the gentle morning breeze. I stayed on deck admiring the grand display until the front ships opened fire on the forts which they soon returned. I then went down to my station and it was not long before our ship was under fire, and soon they began to bring down the wounded. Among them was our First Lieutenant, with both legs crushed, one so badly it was necessary to cut it off above the knee; the other was put in splints. Many others came down with wounds of all sorts. Soon the order came to our ship to ram the enemy's ironclad at the full speed of fourteen knots. The noise of the cannon, the shouting of the men and the groans of the wounded were indescribable. A moment later we rammed the big ironclad Tennessee with such force that all of us were sent almost head-over-heels with the sudden shock. Our big iron ram was broken to pieces and our solid wooden bow was ground to splinters for over twenty feet, fortunately above the water line. Just as we struck her two of her shells entered our bow and burst on the berth deck, wounding many, among whom was one of my assistants.

The front ship stopped, saying that there were torpedoes ahead. Then the Admiral, whose ship was next, cried out, "Damn the torpedoes," and shouting to his own Captain, "Hard a port, full speed ahead." Many torpedo fuses were exploded by the vessels, but only one torpedo exploded, sinking the monitor Tecumseh, drowning and killing all on board except about fifteen, who had time to get out before she sunk. It was also in this battle that the Admiral was lashed to the rigging for fear of falling overboard in case he was wounded or killed. In two hours after we got inside, all the enemy's gunboats were captured, and in a day or two the big ironclad also, and the forts were cut off from supplies and hence at our mercy. This was the crushing of the last naval stronghold, giving New Orleans, Mobile, and the whole Gulf coast into the hands of the North.

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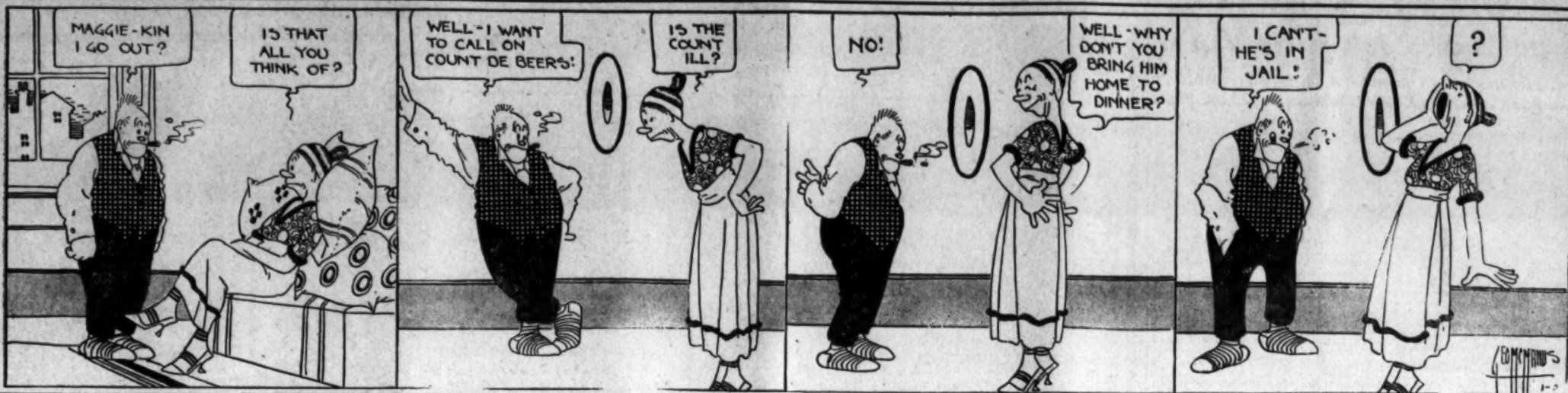
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America's Last Phase Task

(Continued from Page 10)

serious issues. If, in such a last phase, the party which is gaining the upper hand slackens, modifies its original objects and negotiates a peace, the conclusion may be called a "draw" or may even seem a success for those who receive a part of that for which they were fighting. But historically it invariably

proves to be in practise a defeat for the side that was on the point of winning. A successful defense, however desperate, so maintained that the apparent victor cannot dictate terms, is as proud a military boast and the foundation of as great a military legend as anything can be. The United States, then, is entering the war at a moment when this

last phase has been reached, and the first outward sign of its action here is in the matter of the blockade.

The Central Empires suffer from exhaustion through blockade very much more severely than do their opponents. But as they are essentially upon the defensive—in spite of their new, sporadic attempts to attack on a great scale, after having challenged Europe—they are morally prepared for standing worse straits still.

To make this economic strain on the Central Powers, pass the limit of what was bearable was an almost impossible task for the Entente Powers on account of the position of neutrals and especially of the United States.

By the entry of the United States into the war the whole of that situation was changed. The only channels through which the Central Empires could thereafter get external supplies were the four small Scandinavian States and Holland. A complete rationing of these so that they shall not act as mere corridors of supply for Germany and Austria required nothing but the adhesion of the United States. Since she has been in the war one may say that the last phase of its economic side is fully entered.

The United States, having entered the war in its last phase, suffers but one handicap compared with what its position would have been had that last phase been entered say a year ago; but that handicap is severe; it is no less than the collapse of Russia. The collapse was long ago visible to all reasonable men. Its consequence is very considerable. Russia, represented in mere numbers of men an armed force of more than half of all the Entente combination—and that combination even with Russia was long inferior in numbers to its enemies. Had the collapse of Russia come earlier in the campaign it would have been fatal.

As it is, the Central Empires are already so exhausted in men that it

is not fatal; but it is none the less grievous. As it proceeded far before the first large organized bodies of American troops in France undertook any active operations, and permitted the wholesale withdrawal of Germans and Austrians from the East, that withdrawal has more than counterbalanced the mere numerical addition received upon the Western line by the allies.

Unthank

(From The New Witness)
The sheep are bleating in the rain
That drives across Lune Moor,
And he will never come again
At eve to Unthank door.

Though I was naught to him kind
sleep
Comes rare and scant to me
Since he has left the bleating sheep
And gone across the sea.

They took him from the sheep and
gave
A gun into his hands;
And he has gone to seek a grave
In far-off foreign lands.

I wonder if he ever hears
Out there the bleat of sheep,
Or if with cold death in his ears
He sleeps too sound and deep.

I wonder if he hears the rain
That drives so drearily—
That drives across Lune Moor again
And through the heart of me.
—WILFRID WILSON GIBSON.

Thy Doors Are Deeds

Thy doors are deeds; the handles
are their doing.
He whose life is obedient righteousness,
Who, after failure, or a poor success,
Rises up, stronger effort yet renewing—
He finds Thee, Lord, at length, in
his own common room.
—George Macdonald.

Travellette

Mousehole

On the coast of Cornwall, a few miles from Penzance, is a little gray hamlet, cuddled close by the side of the sea. It is Mousehole, one of the quaintest and most charming villages in England. Unnoticed by most sightseers, it has been allowed to remain unchanged, a part of the somber, yet lovely Cornish landscape. The tiny quay hugs the harbor where the shallow draught fishing sloops rest at anchor. On the beach, gray-bottomed boats lie upturned to the gray sky.

In the village the low cottages of stone smell of fish and drying nets. The narrow, crooked streets are paved with huge flat stones or are left unpaved altogether. Tiny streams trickle across some of the thoroughfares. Others lead down to the beach and piers by steps of rough stone.

On the piers the brown-faced fishermen toll over their nets and smoke and gossip. They are a quaint people, these kindly Cornish folk, pious to the core, yet still believing in pixies and the other good little people even when they refuse to admit it. Their fishing is chiefly done at night, the boats putting out to sea at sunset. Yet Sunday morning finds the fishermen stiffly starched and dressed in his Sunday black worshipping in his bare chapel. They want the pure doctrine, these sturdy sons of the sea, none of your modern notions for them.

Mousehole has a typical Cornish climate. It snows once in a long while but the snow does not lie on the ground for more than a day or two. Geraniums, fuchsias and myrtles grow in the tiny cottage garden the year around. There is always rain; to the visitor it seems as if the sky were always gray, like the sea and rocky shore. The fishermen care nothing for the wet.

The village has in recent years attracted a colony of artists, who love the tiny hamlet for its picturesque simplicity. Many a simple fisherman of Mousehole will go down to posterity, immortalised on canvas.

In That Dark Silent Hour

(From The New Statesman)
In that dark silent hour
When the wind wants power,
And in the black height
The sky wants light.
Stirless and black
In utter lack,
And not a sound
Escapes from the untroubled
round:—
To wake then
In the dark, and ache then
Until the moment—how
Lonely, yet not alone;
Hearing another's breach
All the quiet beneath,
Knowing one sleeps near
That day held dear
And dreams held dear; but now
In this sharp moment—how
Share the moment's sweetness,
Forego its completeness,
Nor be alone
Now the dark is grown
Spiritual and deep
More than in dreams and sleep?

O, it is pain, 'tis need
That so will plead
For a little loneliness.
If it be pain to miss
Loved touch, look and lip,
Companionship
Yet is verier pain
Then, then
In that dark silent hour
When the wind wants power,
And you, near or far, sleep,
And your released thoughts toward
me creep
While I, imprisoned, awake,
Ache—ache
To be for one
Long, little moment with myself
alone.

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Vivid Pictures Of Big War As Seen By Harvard Man Who Won Cross For Valor

Robert A. Drake, Driver Of Ambulance On French Front, Tells
Of A World Lashed By Endless Concussion, Where Blasts
Tear Men And Materials Apart

By Robert A. Drake, Of Harvard
Winner of the French Cross of War.

Even in the deep bomb-proof dug-outs we could feel distinct jars when an "arrivee" (a German shell) hit the ground, whether it exploded or not. When the shells did explode, the jar was so violent that dirt and rocks crumbled down on us, and often rained on the blankets of the wounded in showers of gravel and debris.

In the very deep dugout of Ferme Hemeret, despite its well-trussed roof, huge pieces of sandstone often became dislodged, and whenever I returned to the place after being elsewhere for a few days I observed new, big cracks in the thirty-foot crust of earth above.

At St. Gils, where big shells ended their trip from "Germany" in a field about two hundred yards from the road where my car was, the heavy ambulance was shocked by each thud so that the stretcher-racks rattled. And when I saw the frame of another man's ambulance racked completely out of true, my respect for the effect of mere concussion became intense.

The respect was changed almost to fear after I saw floor boards fastened down with two-inch screws ripped up completely by the air-compression from a shell. Though not the tiniest fragment touched that car, yet both its side doors were blown clean off.

Rip Flagg's ambulance had the sheet-metal of its hood battered into dents as if it had been banged by a huge hammer-blow. That same concussion tore the inner side of his front mud-guard away from the numerous steel rivets that held it—and the piece was blown away so far that we never found it.

Concussions Tear Men's Limbs

After witnessing a few examples like these, I was able to credit the information that occasionally these terrific blasts actually tore off the arms and legs of men near by.

Life amid this endless concussion brought sleeplessness and headache. The shrieks of the shells made a constant nervous tension of attentiveness. The sound was unforgettable after it had been heard a few times, yet it was difficult to forget it after it had been away from the front for more than a week or two. When we came back again, however, we were able instantly to recognize again all the differing sounds made by shells of differing sizes and character.

One of our stations was in a right-angled corner of the line, close to the trenches, with the Germans firing from three sides. The noise was like that of a fierce north gale sweeping through trees and through the cracks in a house. There were curious sounds of tearing and ripping in the air that approached until, for an instant, the shells seemed surely to be driving straight for the dug-out. In another instant we heard the noises whirling away overhead.

We timed the courses of shells often. The time from the first dull boom of the German gun to the crash that terminated the whistle of its shell's flight was nearly the same always for each variety of shell shriek—twenty, twenty-one, or twenty-two seconds, according to the kind of shell. Short as the time was, it seemed enormously long, for one could not know if the shell would land half a mile away or within half a yard.

Waiting For Explosions

During such tense periods of waiting, men's minds became so fixed that they could not, for the moment, remember even the names of their comrades. I saw that the strait had its effect even on the set, sober, unsmiling faces of the silent stretcher-bearers.

Some of the Americans used to laugh nervously at first. They soon stopped, as the undefined fear grew on them. A curious thing was when we were outside, sheltering with our ambulances between walls in the open. On such occasions the stretcher-bearers often stood at the entrance of the dug-out, lifting their arms to signal the coming of shells. It was strangely as if the flying shrieks were some unearthly music and the bearers were leading the orchestra.

Sometimes the whines of the shells decreased as they came nearer. Then we could see the Frenchmen hesitate whether to dive for the dug-out or not. Another decreasing whistle and one would say in relief: "Ah! Farther away!" And then, often, a shriek would burst overhead, and everybody plunged madly for the cave.

Curious Tricks On Nerves

There were some humorous effects, too, of the continuous nervous tension. Sometimes, when sleeping in a dug-out on a quiet night, the sudden buzz of a big blue-bottle fly was enough to startle men out of a doze. Occasionally I awoke in the alarming belief that a hot Austrian shell was coming right in at the door, only to discover that it was somebody snoring.

On such quiet nights we were being startled continually by the distant rumble of army supply wagons or the roar of a motorcycle. If the day had been a particularly hard one, and men's nerves were on edge, there were rustle of a man turning over in his blankets, or the falling of a few crumbs of earth, brought sleepers up standing.

One day I bored a hole in the front of my steel helmet so that I could hang it up on a nail. I was driving next day toward Culsey when I heard the shriek of the tremendous shell so close that I threw myself flat. The helmet fell off, and the shriek stopped instantly. I picked the helmet up to put it on and heard the shriek again, but this time it was strangely faint.

Then I discovered that the breeze whistling through the tiny aperture right above my head had made such a perfect imitation of an oncoming shell that even a veteran might have been deceived.

'Shell' Noise Deceptive

One night in the dug-out in Vally I sat up in bed listening to a most peculiar shriek coming from afar, and coming closer and closer. "That's a funny one!" said I, in a low voice to the man next to me, old "Frisar Tuck."

"What's a funny one?" asked he.

"That shell," said I. "Pat! There it is again!"

"Shell!" said he disgusted. "It's me blowing up my air-pillow! The damn thing leaks so I have to wake up every few hours to pump it."

When a man was in the open, the first loud whistle of a shell was, ac-

According to unwritten law, the signal for that man to hurl himself into the nearest dugout. That is, if he was not driving. A driver on the road was not to stop. Anybody who was merely killing time obeyed the rule faithfully. Sometimes the Frenchmen were somewhat careless and indifferent, but usually they could find a dugout even more quickly than we Americans did.

"I know where there are some trained Frenchmen who can dodge shells," Paul Greene said to me one day after a trip to Ferme Hemeret. "I was standing in the doorway of the dugout when a shrapnel shell screamed overhead. I never heard it explode. How could it? Eight flying Frenchmen sailed into my stomach on their way into the dugout, and I fell down thirty steps underneath them!"

If the air was perfectly quiet the shell could be heard in plenty of time to get safely under cover, but if auto trucks or other heavy vehicles were going over rough roads near by the warning shriek often was not heard till it was too late to run.

The French battery men were so expert at "reading" shell sounds that they could actually tell whether or not a shell was going to explode while it was still in the air. Often when I was ducking for cover the guns would stand calmly in the open, smiling. "No good," they would say—and, sure enough, when that shell landed no explosion followed.

The next moment, however, they might yell "Watch out!" when a shell whistle not half so loud as the first one came along overhead. Instantly the whole crowd would tumble in a mass into their bomb-proof. And up in the air and around there would be a ripping shower of fragments.

"How do you know?" I asked. "Easy!" they answered. "The shells that rarely explode are those that call end over end; and the whistle they make is different from the others."

I discovered a curious bit of psychology connected with shell. If a shell scream began to approach, and just one man in a crowd started to run for the dug-out, everybody else piled in behind him instantly. But often, even when a shell was very close, if nobody started to run, the whole crowd stayed in the open.

Hatred Of Unending Concussion

We did not relish assignments to posts near the French batteries. This was not primarily because the Germans shelled such localities more. It was because the ceaseless noise and the concussions were so disagreeable. In time I grew to hate the roar of the gun—a hatred of the noise as if it were something horrible and personified.

At home I never had regarded a thunder-storm as a pleasant thing. In France, after hearing the roll of the cannon for weeks at a time, the sudden crash of genuine thunder was such a relief as to be more than welcome.

After awhile we worked out a sort of human barometer for gauging the shell weather when we approached the gun-fire station near the front. It was like this:

Shell Weather

Fine.

Stormy.

Indications

Frenchmen walking about calmly and showing grand disregard for dug-outs.

Utter absence of Frenchmen or a few worried-looking ones hunting dug-outs in crouched attitudes.

Interpretation

Plenty of time to turn car around and wig wheels.

Never mind turning your car. Drive for dug-out at top speed.

Problems In Shell Noises

The thing that caused the most intensely personal interest was the army slogan about the shells: "You don't hear the one that hits you!"

Strangely enough, none of our scientists wanted to make a personal experiment to test the truth of the theory!

The noises from the French batteries were infinite in variety according to the nature of their surroundings and to their proximity.

When the French started their Spring drive toward Craonne I was just climbing into bed in a house well in the rear of the active zone. My roommate, "Wally," sang out:

"Come and see the gunfire!"

Through the open sloping skylight of the garret I saw, for a moment, by straining my eyes, a far, black horizon. All at once that whole immensely long stretch of black sky lighted up with monstrous pulsations of flame like the Northern Lights—but, like the Northern Lights, magnified a thousand times.

Then rain began to patter on the roof, as if the storm that crumbled and roiled on that far distant sky were, indeed, a storm in the clouds. All through that night of gentle rain the thundering guns continued, never slackening, till morning. Then, suddenly, a single sharp boom sounded, and the steady roll of noise, and at that first single sound that made

New York Conductorette Wins Sailor



Miss Nora Elizabeth Hannon, of New York, and Charles H. Lauver, able seaman, United States Navy, first met when the fair skipper of a New York trolley made change. He admired the way she managed her levers and gave the motorman his

starting bell from her cage amidships. The rollicking Jackie quickly popped the question and was first met when the fair skipper of a New York trolley made change. He admired the way she managed her levers and gave the motorman his

itself audible we said: "Aha! It's blitting up now!"

After Battle For Craonne

Twenty-four hours later I was resting on a stretcher inside of my ambulance, near the front, trying to sleep. The rain was pattering still, and my brain, instead of yielding to weariness, was busily reviewing again the wild, disheveled hair and the tired eyes of the thousands of soldiers whom I had seen tramping through the mud that day.

"I will eat dinner at Craonne before I come back," the French General had said, "or I will not come back at all!" And these were the men who had faced death to make his declaration good.

On the tenth of August the Germans dropped another terrific curtain fire on the front lines, plainly preparatory to a big attack. The French artillery replied with a fire equally heavy. As a Chasseur officer told me next day: "We threw 75's as fast as 155's came in!"

When it became dark, the Frenchmen sent up green and red rockets from their farthest front line. These rockets so closely resembled the German signal for lengthening the range that the German batteries were deceived. Believing that the rockets were signals from their own front line, all the German artillery was elevated, and the result of this clever ruse of the Chasseurs was that thousands of German shells sailed harmlessly over the French trenches and exploded in the landscape beyond the front lines.

Meantime the French artillery was working havoc in the German trenches—so much so that the Germans thought their own artillery must be falling short and playing on themselves. Therefore they in turn signalled for a still further increase of range; and soon the German shells were bursting so far inland that the quiet rear was a mighty lot more dangerous than night than the hotly engaged front.

Vocabulary Of Shell Talk

The arrival of a marmite, as the French soldiers christened the big German shells, announced itself with an explosion that sounded "C-r-r-umph!" It was a deep, rolling roar. The smaller shells burst with sounds more like "Bang!" The higher explosive, the sharper and more ear-cracking was the explosion. Time-shells which exploded in the air always had an unchecked "Bang" that was followed immediately by the nasty "whine" of the leaden balls scattering. In one town the German

sharpnel was exploding too high up to do damage, so that we all were able to stand calmly under the explosions, watching the clouds of smoke drift away. The floor of an elevated observation platform, however, was well served with shrapnel.

When the "Bang!" of an ordinary shell was not too near, we often ran out to see the black cloud that marked the spot where the unpleasant "arrivee" had arrived. Unseen in the black vapor, but perfectly audible, because of their buzzing like a swarm of angry, gigantic bees, the jagged shell-fragments were whistling on their errands of destruction and death.

Soon we Americans were all unneringly expert shell-readers and the motor-ambulances made some wonderful speed records when an arrivee came near any of the particular spots on a particular road where a particular automobile happened to be. Sometimes, however, even the most expert shell-reader's judgment went wrong.

As the dark days arrive better illumination becomes a necessity, lamps in use have blackened, give less light and consume more current.

THEREFORE

It pays to replace the old lamps and to use those of proved reputation among electric light users throughout the world.

"OSRAM" — "G.E.C."

DRAWN WIRE LAMPS

Give utmost brilliancy, long life and consume least current.

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SIX MONTHS WAR LIMIT FOR BRITAIN TO HOLD ON

And After A Year's Trial U-Boat Ruthlessness Has Proved A Failure For Germany

Edinburgh, February 5.—The Scotsman says that a year of the "ruthless" U-boat campaign has passed and the historic judgment of it will be that it has been for Germany a disastrous failure. The first penalty incurred by the enemy for its indulgence in barbarous U-boat activities was war with the American republic. The promised reward was victory over the Allies in three or at most six months. The price had to be paid almost instantly.

"The recompense after a lapse of not a quarter or a half year but a full twelve months is still postponed," says the Scotsman. "In fact at the end of the year in which Germany has done all in her power to deepen the execration and hostility of the neutral as well as belligerent countries, she is further from obtaining the objects of her piratical submarine campaign than when she began."

The losses from U-boat activities rose rapidly in the early months after the unrestricted campaign was announced and maintained a high level during April, May and June, but have since steadily fallen until in January they reached the lowest point recorded during the year and fell below the figures of the corresponding month of last year when the German threat had not yet been put in operation.

"In one respect the failure is beyond concealment. The time within which victory was to be assured by the violation of all the rules of civilized warfare has long expired. Yet as shown by the secret report disclosed the Amsterdam telegram

of Saturday, the date when we should be compelled to surrender was fixed, after careful inquiry by experts, financial, commercial, agricultural and mining, whose names

are now published and who were unanimous in holding that six months represented the utmost limit during which Great Britain could hold out without suing for peace."



HERE'S a luxury within the reach of everyone—a halibath in the whipped-cream-like lather that LUX makes in hot water. Your hair takes on a soft, luminous silken quality that makes it a crown of beauty indeed. The scalp is stimulated, your head refreshed.

LUX makes the water soft. These wee satin-smooth flakes of the purest essence of soap dissolve absolutely in hot water so that not the tiniest particle of soap can remain to clog the pores. Try it to-night.

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Cigarettes

Also in
Packets of
Twenty
Cigarettes

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CENSORS' ORDERS SHOW CURB ON GERMAN PRESS

State Department Gets Copies Of Many Secret Telegrams Issued By Berlin

WARNINGS ABOUT AMERICA

Our Vigorous Preparations Admitted, But Must Not Be 'Overestimated'

Washington, Jan. 7.—An exposure of German methods of dictation to and control over the press is contained in copies of secret telegrams issued to the press by the Berlin official censorship, copies of which have been obtained by the State Department and which were made public tonight.

These telegrams show not only that the German Government, through its official censorship, told the papers what they might not print, but likewise what they should print. The importance of the despatches lies in the additional proof they offer that the German press cannot and does not reflect the attitude of the German people.

Some of the telegrams in the hands of the State Department deal with American war preparations and they indicate that, despite German newspaper statements to the contrary, the Berlin Government itself does not underestimate the ability of America to accomplish things.

One of the orders read: "Petit Parisien informs us that five American divisions, numbering 125,000 men, may be expected in France in the autumn of 1917. It is urgently requested not to reproduce this information without some comment. We do not wish to underestimate the ability of America to accomplish things, but must not on the other hand, overestimate."

"In order to bring a division over from America 75,000 tons must make the trip twice. Therefore, from the mere fact of lack of space, the transportation of such a body of troops within certain fixed time limits is impossible. Moreover, it is impossible to train these troops properly by autumn. These facts, which have recently been discussed in the German war news, cannot be too strongly emphasized in the discussion of this French news."

There are repeated instructions prohibiting all mention of certain strikes and other signs of internal unrest, such as the following:

The publication and discussion of the resolution adopted in a strike meeting of the Leipzig unions and of a telegram sent to the Imperial Chancellor are not permissible.

There is no objection to the reprinting of the manifesto of the Independent Socialist Party in case it is adversely commented upon, even without irritating sharpness.

In the interest of a victorious carrying through of the war, which is endangered by every stoppage of work, expressions of the press which recommend a strike or express themselves otherwise, in favor of a strike, are forbidden. Utterances which are directed against strikes are indeed not subject to censorship, but it is supposed thereby that they are kept free from immoderate sharpness which could offer material for irritating the people.

Reports concerning disturbances in Königsberg, Prussia, and concerning a warning from the Commander of the First Army Corps, which followed in the Königsberg press, are not permissible.

News about excesses and unrest in Prague may not be published.

Austrian Dissent Suppressed
Hostile discussions in the Austrian Parliament, which met last Spring, were to be carefully concealed, as shown by the following orders:

The discussions of the Austrian lower chamber may, for the present, be published only in such light as they are sent out by the official correspondence bureau.

The printing and discussion of the speeches in Parliament yesterday by the Austrian Deputies, Stransky, Korvosek, and Romanzak, are forbidden.

Last Spring a large number of Russians were repatriated from Switzerland through Germany with the definite purpose of spreading German propaganda in Russia concerning them, these instructions were given the last superceding the first:

Nothing is to be published concerning the journey through Germany from Switzerland of Russian emigrants.

Instruction revised so that the reports from abroad concerning the journey through Germany of Russian emigrants may be published, but without comment.

The following were on the economic situation:

The publication is to be avoided of anything concerning the state of the clothing material business and concerning the purchase of clothing material in the occupied districts as well as in Switzerland.

The printing and discussion of the article, "Terrible Conditions in Warsaw for Obtaining the Necessities of Life," in No. 23 or Napszed of July 12 are not permissible.

It is not desired to discuss or even to mention the German importations from abroad, especially from Holland. Offers of food from the occupied Eastern War Zone may not be published. The acceptance of such advertisements is forbidden.

Wide Range Of Prohibitions
Following are copies of some of the other orders, each of them in the original being headed "Confidential":

Pr. No. 11-7190.
(1) Reports concerning the Chilean bank Tinto with German seamen from the crew of the cruiser Dresden may not be published.
April 5, 1917.

Pr. 11-7610.
Concerning the most recent bomb attack by a German flying machine on London nothing may be published. Attention is drawn to the frequent ill-humor at the front often caused when it appears, from the selection of captions for the reports of the war events, that the press out of need for sensation or awkwardness does not permit the recognition of which event is the most important.
May 5, 1917.

Pr. 11-7910.
Referring to Pr. 11-7780, May 21. Reprinting of articles of neutral or enemy papers concerning the conditions in the Prussian Army is permitted.
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Pr. 11-7846.
The publications which permit to be recognised the effectiveness of geo-

American Honor Guard For French Heroes



American troops in France acting as guard of honor for French heroes being decorated for bravery under fire. The scene was an inspiration for our boys at the training camp where the ceremonies took place.

logy or kindred sciences in the service of the army are not permissible in the technical as well as in the daily press.

May 25, 1917.

(Number missing.)

It is not permissible that third persons appeal to members of the army in newspapers, brochures, or pamphlets in order to call upon them to take up positions toward any political news whatsoever. It is especially requested to hinder such appeals.

The publication of letters from the field of political content is forbidden.

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It is forbidden to publish anything concerning a fire in the flying station Lawica.

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It is desired that the great enemy flying machine losses in the month of May may be strongly emphasised by large headings or in some other particular manner.

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Stress On Austrian Successes
Pr. 11-8205.

Recently Reuter despatches have entirely English reports from Russia concerning commencing dissolution, chaos, and strikes. These are worthy of notice. It is requested always to make such news as English reports, and to assume an attitude of reserve toward them and occasionally to add thereto a critical word.

The Austrians on the Isonzo front have had very good successes. It is desired continually to take notice thereof. The whole strength of Italy is fighting against Austria, while Austria is forced to use strong forces in other directions. The Austrian success is naturally pleasing to us entirely aside from the satisfaction which it must awaken if our allies accomplish successes with their carrying on of the war. It is therefore requested to discuss continually the occurrences on the Isonzo in this sense.

It is requested that positive interpretation with great emphasis be given the declarations on the 12th of June by the Presidents of the two Alsace-Lorraine chambers as the requested answer to Ribot's speech and to avoid all discussion of this which could weaken this positive valuation.

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Germany and the spreading of untrue reports concerning the war, concerning the political, financial, and economic situation of the German Empire, is forbidden and transgressions are subject to punishment.

The police authorities are requested to proceed energetically against the originators and carriers of such untrue and groundless rumors, which have recently made their appearance once more, and to bring about their punishment without compunction.

Pr. 11-3405
It is again pointed out that all reports concerning technical innovations, discoveries, and capability of production, concerning production of substitute materials of all kinds (military, chemical, industrial, those for the provision of food, etc.) are forbidden. (Compare Pr. 11-659 of March 15, 1917, and Pr. 11-1060 of Dec. 12, 1915).

The prohibition is for the daily and for the technical press, as well as for brochures and books.

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For instance, recently the English theft of cipher telegrams in the case of Hoffmann-Grimm was in no wise sufficiently stigmatised.

Furthermore, it appears as if the German press does not proceed forcefully enough against the plan recently practiced by our enemies, which is justified by nothing of discounting the effectiveness of our blockade war.

It is desired that it should be clearly and distinctly put in the foreground that the enemy offensive has utterly failed on all fronts and that the Entente has no alternative but to attempt a new offensive, as the enemy's statements are still against peace. Another reason for haste is the continually increasing lack of tonnage. As the Entente is very dependent on the sea for its forwarding, the freight space intended for the civil population must be added to those transports.

In one of the future issues it might be mentioned that the present situation in Russia has the appearance of being caused by the Entente with the view to her (Russia's) continuing for a time—perhaps until the actual participation by the Americans. How long that will be remains to be seen. It is of consequence to set

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Pr. 11-8155.
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June 11, 1917.

China Realty Co., Ltd.
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Land and Estate Agents and Architects.

LAND FOR SALE
Suitable for Residences, mills or Factories in both Settlements. Sizes to suit purchasers.

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Just completed several new modern homes, flush closets, tennis lawns, garage. Will be sold on terms to suit purchaser.

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Full stock of Gents', Ladies' and Children's boots and shoes.

Styles & Shapes thoroughly up-to-date. Adequate varieties to suit all buyers.

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RESIDENCES FOR SALE
Just completed several new modern homes, flush closets, tennis lawns, garage. Will be sold on terms to suit purchaser.

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FOOTWEAR DEPT

Over 4000 Pairs of high-grade American footwear just arrived.

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Styles & Shapes thoroughly up-to-date. Adequate varieties to suit all buyers.

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May 5, 1

War Drives Queen of Italy Into Sisterhood Of Woe

Tragedy Of Country's Defeat Places Elena Beside Queens Of Belgium And Rumania—Continues To Be Devoted Inspirer Of Soldiers Battling With Huns

By Temple Moore

Three of the queens of Europe who, a few brief years ago, seemed destined to spend their lives in domestic felicity, enjoying the affection of their subjects, are today plunged into direct tragedy. To the queens of Belgium and Rumania, whose countries have been crushed under the heel of the invader, is added a third, Queen Elena of Italy.

Queen Elena has seen her native country invaded and despoiled, her father, King Nicholas of Montenegro, an exile, those nearest to her by blood scattered and impoverished. And now she sees her adopted country, Italy, in the agony corresponding to that of Belgium and Rumania. Although confidence is hers that Italy will not suffer the fate of the two countries just mentioned, her anguish is no less great, for the enemy is on her soil.

Queen Elena continues to be the devoted mother of her growing daughters and of her boy, the Crown Prince of Italy, the sustainer of King Victor Emmanuel and the guide and exemplar for the women of Italy.

The Princess Elena of Montenegro was educated at the court of Emperor Nicholas of Russia. Since the day of her marriage she has wielded a marked influence over the heir to the Italian throne, who became King when his father was assassinated, seventeen years ago.

Goes To Front To Encourage Welfare

The organization of the women of Italy for this war is attributed in a large measure to the energy and activity of Queen Elena, and few women in Europe have been engaged in harder work since the war began. Her husband remains with the army at the front, taking only brief furloughs every six months to Rome, but his wife visits him frequently and takes occasion to consult with those who are at the head of the Red Cross and other beneficent and charitable organizations.

Her son, Prince Humbert, has lost his boyhood through the war. From a child he has suddenly become a man. In his thirteenth year none of those pleasant occupations and opportunities for recreation which usually are considered the privilege of the growing boy are shared in by him. He is taken frequently to the front, where the fighting is going on, and he is instructed in the knowledge that will equip him to occupy the throne. It is a sad form of education for a boy of his age, but Humbert has revealed a capacity to understand the situation. When he now passes among the troops at the front he is no longer hailed as "Princino," or little prince, but as "Il Princino Umberto."

Elizabeth Of Belgium First Figure In War

Queen Elizabeth of Belgium, the first queen of Europe to suffer from the awful tragedy of the devastation of her country by a brutal foe, has shared with her husband, King Albert, the distinction of being the most conspicuous and admired of all the royal figures in the course of the great war.

Her devotion to Belgium, to its armies, to its suffering people, has been of the most intense kind, and of the most self-sacrificing character, and her energies in serving the cause of the Allies has brought to her decorations from France, England, Russia and Italy and has won for her the love of the people of all those countries.

And yet Queen Elizabeth is a member of the royal house of Bavaria, one of the countries engaged on the German side and forced into this brutal war by the military caste of Prussia, and she is a close relative of many of those who are fighting in the Teuton armies. On one today is more sincere than the Queen of Belgium in the effort to see the armies of the Kaiser warred down and Germany stricken to her knees. But an added sympathy for the Queen is invariably forthcoming from the leaders on the side of the Allies on account of the fact that at present she has to turn her back on her paternal family and on all the traditions of her childhood. Queen Elizabeth is a Belgian and nothing else, and the war has produced few more glorious figures.

Photographs which have been published showing her high spirited, energetic, constantly in the act of encouraging the stricken civilian population of Belgium, inspiring the school children with courage and energy, and bringing to the soldiers at the front the example of her own courage and her absolute confidence in the success to come. She takes aeroplane flights over the enemy lines in her eagerness to share all the risks that the soldiers must take and to be everywhere that her presence can lend assistance or encouragement.

Her Aeroplane Hit By Shell

She uses the aeroplane by preference as her means of transportation, and many have been the risks which she has undergone in moving around in this manner. An aeroplane in which she recently flew from the Belgian section to that part of the line occupied by the French northeast of Ypres was riddled with shrapnel bullets fired from anti-aircraft guns by the Germans, and one of the wings of the machine was so badly damaged that it was with difficulty that the pilot succeeded in volplaning safely to the ground.

Her life has been more than once in danger, and one of the most infamous crimes committed by the Germans was the deliberate bombing of the estate which the King and Queen of Belgium were then occupying with their children. This "palace," as it is called, is located near the little village of La Panne, within Belgian territory, but the title "palace" is a euphemism, for the

residence was nothing more than a humble cottage, where the royal family lived in utmost simplicity. German aviators had succeeded in locating it, and on two occasions they dropped incendiary and asphyxiating bombs on it.

The risk incurred by the royal couple and their family was so serious that the children were sent to England for better safeguarding and the King and Queen entered on a nomadic life. It is believed that jealousy over the high reputation achieved by King Albert and Queen Elizabeth has actuated the Germans in their brutal frenzy to destroy the life of this couple.

The third of the trio of queens who have been stricken with the tragedy of the great war is Marie of Rumania, whose lot has been the most pathetic of all, because the war has brought death into her own family.

Her father-in-law, King Charles, and her mother-in-law, the poetic Carmen Sylva, both died, and then, after Rumania took up the cause of right and justice, German barbarity was directed with special venom against the royal family of Rumania, and within a few months after her country had joined the Allies her youngest child succumbed to the hardships which the invasion of Rumania had entailed upon the royal family.

Queen Marie is British to the core, and this fact she proclaims on every possible occasion. She is Rumanian by marriage, and Rumanian now and for the rest of her life, with the true ideals of patriotism.

Her father, the second son of Queen Victoria, and brother of King Edward, married a German princess, but the Queen of Rumania rejects all title to German nationality and insists upon her total alienation from everything that pertains to Germanism, to Germanic ideals, modes of thought and practices. One of her sisters is married to the German prince Hohenlohe-Langenburg, and this fact of a family connection so close to the German cause is a bitter thought to the Queen.

Since the invasion of her country, Queen Marie has worked and slaved for the success of the cause, enduring privations of all kinds and risking her life in serving those who are suffering in the hospitals and in carrying comfort and consolation to those battling at the front.

When America entered the war the Queen of Rumania was one of the first to send her official expression of gratitude to this country.

"Our hearts are warmed with gratitude," she said to American correspondents, "and our hopes are renewed by America's generosity. I wish to convey my sincere thanks to the whole American people for the noble way in which they have come to our assistance in our hour of suffering. I know that millions of Americans, including even the most humble, have contributed to make this aid possible, and I wish my heartfelt thanks to penetrate into every family in the United States, even into the smallest homes, and to be heard at the humblest table and at the poorest hearth. The mothers, children and the soldiers of Rumania bless the name of America, and every suffering Rumanian knows that the help which America brings as an ally makes it certain that we will be saved and will be comforted, and as their Queen, I voice their gratitude to the whole American people."

When the overwhelming armies of Germany and Austria, with their Turkish and Bulgarian allies, fell upon Rumania, and crushed a large part of the country, occupying the capital, Bucharest, the Queen followed the army. At the head of the Red Cross association she organized hospitals and improvised shelter and treatment for the soldiers and for the exiled civilian population.

Queen Marie has seen her people recover courage and her country's army renew its strength so that it has been able not merely to hold its own but to thrust back the invader and to give promise of being a potent ally for the remainder of the war.

Mary Of England Encourages Her People

Queen Mary of England has labored unceasingly for the encouragement of the women of England to take their share in the war and to relieve the men laboring in munition factories and elsewhere so that they may take their place at the front. The British Queen's example in her public spirited work, covering many fields of activity, has been beneficial in the extreme, and her dignified yet democratic bearing has given her a deep place in the affections of the people. Her eldest son, the Prince of Wales, has been at the front for nearly three years; her second son is in the navy, and her third son, a student at Eton, has also been engaged in service of a military character.

The success of the invasion of Belgium, Rumania and Italy has not been lost on the authorities in England, and the constant dread of an attempt to crush England by the landing of a German military force on her shores has stirred the people to efforts on a prodigious scale. Queen Mary is one of those who have urged that preparation be made for every contingency, that the courage of the people be kept at high pitch. The dread of tiredness and depression penetrating the multitude on account of the long-drawn-out anguish and suffering and mourning in practically every family is never absent, and Queen Mary is one of those who are constantly laboring to sustain the determination of the people and their cheerfulness in accepting all burdens and in struggling toward the goal without relaxation of any kind.

The pathetic present position of the Crown Princess of Germany, wife of the heir to the Kaiser, is appreciated by all those who understand the relations of the Princess to those who are struggling to prevent Germany

Capt. Turner, Of Lusitania Decorated By British



CAPTAIN TURNER

Captain Turner, who commanded the Lusitania when she was torpedoed, is among the mercantile heroes decorated by Great Britain. After the Lusitania disaster Captain Turner again went to sea and was once more torpedoed. He now commands a third ship. Captain Turner has received the fourth class of the Order of the British Empire.

from executing her demoniacal aims of world rulership. Crown Princess Cecilie has frequently declared that she considers herself a Russian by origin and that the German strain in her has been ineffective. For this reason and also because the Crown Princess's mother, Grand Duchess Anastasia of Russia, is so intensely and bitterly opposed to Germany and to her rulers and her whole system of administration the daughter has had to bear much of the German antipathy to the mother.

Toward the Kaiser, in particular, the Grand Duchess Anastasia has shown her concentrated contempt and disgust for all things German. At their last meeting at court in Berlin the Grand Duchess publicly told the Kaiser what she thought of him, in language more vigorous than polite, and with slighting allusions regarding the Kaiser's brain power and his physical appearance. The result was that the outspoken lady was expelled from Prussia and the Kaiser requested the other potentates of Germany to put Anastasia on the court blacklist, so that nowhere within the empire would she be received with the honors due to an imperial princess.

The Crown Princess, torn between the affection she bears her mother and her duty toward her husband, the heir to the imperial throne, is known to have suffered intensely and to have been especially hurt at the rude treatment inflicted on her mother by her father-in-law, the Kaiser. As her mother could not in recent years return to Germany, and as the Crown Princess could not go to France to visit her, they had to meet on neutral soil.



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NARIKIN'S WIFE OFF, CARRYING Y. 200,000

Ardent Believer In Mysticism Of Tokio Priest Quits Her Home

(Japan Advertiser)

Tokio, February 15.—A narikin's wife has eloped with a priest, intimates a story lately published by the Nichi-Nichi, which has caused not a little stir in Tokio, where the people are always watching the luxurious life of several war narikin with envy as well as with hatred.

The woman said to have eloped was Mrs. Tsuneko Ishigaki, wife of Mr. Kumataro Ishigaki, who accumulated several million yen in a business made prosperous by the war. In spite of being 41 years old, she was widely known as one of the beauties in society, and everybody who knew her said that she looked very young.

It was on the night of January 26, that she ran away from home with approximately Yen 200,000 in cash and shares. After a few days, however, she was discovered by one of her husband's relatives last Monday night at a certain beauty culture parlor, where she used to go recently. She is now under police investigation, reports the Nichi-Nichi. What step her husband is going to take for the case is yet unknown.

The Nichi-Nichi reported an interesting story of a priest called Genkai Toda, coincidentally with that of the elopement of Mrs. Ishigaki. According to the paper, Genkai is the chief priest of a certain peculiar religion called Tenkyo (Religion of Heaven), having some popularity among uneducated people in the city by his mystic treatment of illnesses, and, in consequence of being cured of her sickness a few years ago, Mrs. Ishigaki became one of the most ardent believers of Genkai's mysticism. According to her husband's statement, she used to go to Genkai's house almost every day after the mystic treatment proved successful, staying there from noon until midnight.

Forcetles Each and Everything
"I am a messenger of the great Heavenly Father," declared Genkai to the Nichi-Nichi reporter, who called at the headquarters of the so-called Religion of Heaven.

"Through divine messages I can foretell everything in the world. It was about four years ago that Mrs. Ishigaki became my disciple, and now she was granted many wonderful powers from Heaven. It is entirely baseless that I am guilty of eloping with her, or that I have tried to get money from her. I was once with her in her home, when Mr. Ishigaki was absent, spending the whole night in drinking sake and playing amusements. But there were four other fellows besides myself on that night."

The Nichi-Nichi reporter had to stop his interview, for the so-called messenger of the Heavenly Father began to talk about the future of the Great War, even saying that Japan will become the conqueror of the whole world, seemingly being not desirous of speaking much about his connection with the eloped wife of the war narikin.

Although it is the program of the U. S. Government to build five million tons of ships this year, Mr. Asano declared that he had learned on good authority that it would not be possible to construct more than 3,500,000 tons, as the new shipbuilding yards was not all completed. As an illustration of the way America is



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Washington Business-Like These Days, Says R. Asano

'Amazing!' He Declares, Commenting On The Way Leaders of Nation Are Working for Uncle Sam

Tokio, Feb. 10.—With the industrial and commercial leaders of the country at the service of their nation, there's a business-like way of handling questions in Washington that both surprises and pleases the man who would negotiate with the authorities of the United States. This is one of the many impressions brought back to Japan by Mr. Ryozo Asano, managing director of the Toyo Kisen Kaisha, who returned to Yokohama on one of his father's liners yesterday after six months in America.

Representing the Asano Shipbuilding Company of Teurumi, Mr. Asano went to the United States to seek special consideration regarding the steel embargo issue, which caused such a stir in Japan last fall.

Yesterday he praised the efficiency and self-sacrifice of the Americans who had donated their services to the government, especially those with whom he came in contact.

'Amazing,' He Says

"The men with whom I negotiated on the steel question were all leaders of the nation—men who had been directing big business or had been expert engineers supervising great factories before America entered the war. These men are now sacrificing all private interests that their country may have the benefit of their knowledge and experience. They are all well qualified for their respective positions and execute their duties skillfully. Indeed, they discussed matters in a business-like way which appeared quite amazing to me."

But Mr. Asano received other impressions. With the object of making a thorough survey of America's shipbuilding program as well as the steel situation he spent most of his time in Pittsburgh, New York and other industrial centers. He was especially struck by the immense shipbuilding project which is now nearing completion at Hog Island. This district was an abandoned marsh before the war. When the enterprise is completed it will consist of fifty shipyards, said Mr. Asano, each capable of turning out vessels of between 3,500 and 15,000 tons. Including this plant, forty-two shipbuilding concerns are under construction in America.

"In 1915," Mr. Asano went on, "America had about two million tons of ocean-going steamers, which has now been increased to four million tons, including 700,000 tons of confiscated enemy shipping."

Orders for 1,400 ships. Although it is the program of the U. S. Government to build five million tons of ships this year, Mr. Asano declared that he had learned on good authority that it would not be possible to construct more than 3,500,000 tons, as the new shipbuilding yards was not all completed. As an illustration of the way America is

did not say how the situation would work out for the time being, but thought that his company would be able to obtain materials, as they were constructing tonnage for the British, French and other Allied nations. It is America's idea, he stated, that Japan should have steel if she will construct ships for Allied use.

"One of the most frequent and annoying questions to which I was subjected," he said, "was why Japan did not give more substantial aid to the Entente Powers. I did my utmost to assure Americans of Japan's sincerity, but many of them declared that Japan should voluntarily increase her part in the war. They believe that Japan should have willingly accepted America's offer to supply more steel on the condition that Japan place a part of her tonnage at the disposal of the Allies."

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Jerry's On The Job When It Comes To The Regulations

By Hoban



Plight Of Former Officers One Of Russia's Tragedies

Still Loyal To Allied Cause, They Try To Escape To West Front Via Pacific

Tragedy in many forms has come to Russia during the months since the great upheaval of last March but possibly none stands out with such a poignant hopelessness at this hour as the plight of the patriotic and loyal officers of what was once the Russian army.

Stripped of their rank, hunted and in imminent danger from their own men, robbed of their resources, yet unfitted for anything save the military career to which all their training has been turned, thousands of these officers still remain loyal to the Allied cause. In their love for Russia and the realization of what German victory means to her, they turn to the battlefronts of the Western Allies as fields where they take up again the fight against the common foe. And here they meet distrust, even the sneer of "traitor." Yet do they, one by one, as they may slip past the searching Red Guards, slip out from Vladivostok and Harbin, disguised and with the money realized from sale of their personal belongings in their pockets, setting sail for France and Italy in the hope of entering the struggle again, even though it be but in the capacity of a man of the ranks. This is the story brought to Shanghai by some of the men themselves.

A few days ago two captains of the Russian army, wearing orders and bars they had gained in the aviation service at the front near Divinsk, passed through Shanghai, journeying to a port of France. They were reticent, but a civilian from the country near Moscow who made the trip with them from Vladivostok told their story.

"They are two of thousands," he said, "in Vladivostok there are hundreds, waiting for the chance and the funds to get away. In the interior of the country there are thousands more who would come if they could. These men are sincere. They are the men of the military schools, not merely men made officers through chance of war, and in their hearts is only the thought that Russia must keep her pledge and be true to the Allies and the thought that Germany must be beaten.

"I know of a few hundreds who have succeeded in leaving the country to take up arms against the enemy under other flags. There are generals in Russia today who ask nothing more than to be allowed that privilege even though it be but as simple soldiers of the line. But how are they to do it? In Russia they are watched, persecuted and shot. They are told that they would not be permitted to enter any Allied country, that they are regarded there almost as enemies. They are told to stay at home. They would be glad to if there were any chance that Russia's army might be reorganized thereby. But of this there is no chance. These men have no resources, no power, they cannot trust any of the men who once obeyed

FORMER AMBASSADOR NOW NAVY CHAPLAIN

Henry van Dyke Is Made Lieutenant Commander In The Reserves

New York, N. Y., January 3.—Henry van Dyke, former American minister to the Netherlands and a well known author, has entered the American navy as a chaplain with the rank of lieutenant commander in the reserves.

Lieutenant Commander van Dyke is a graduate of the Princeton Theological Seminary. He was ordained as a Presbyterian minister in 1879 and served as pastor of a number of churches until 1900, when he became professor of English literature at Princeton. President Wilson selected him to be minister to the Netherlands and Luxemburg in 1913. He resigned his diplomatic post in order to be free to present to the American people the facts he had of German crimes in Belgium and Luxemburg.

SPY SUSPECT CAUGHT AT YANKEE ARMY BASE

Walter Sporemann Said To Have Been Trying To Fire Magazine

SEIZE SEVEN AMERICANS

Man Caught At Flying Field Near Hampton Roads Reported In Boy-Ed's Pay

Norfolk, Va., Jan. 14.—Believed to be the most dangerous German spy in America, Walter Sporemann was taken to Baltimore tonight to be confronted with evidence obtained by agents of the American Government. Sporemann was arrested near the Government aviation field at Hampton, Va., by an agent of the Naval Intelligence Bureau, who had been on his trail for two weeks.

Sporemann is accused of having attempted to blow up the Government magazine at the aviation base at Hampton. He obtained a position as timekeeper with a Government contractor employed in construction work at Newport News and was assigned to duty near the aviation field. Escaped From Sentry

Last Wednesday night about 8 o'clock Sporemann struck a match near the magazine. He was in an isolated spot, but was challenged by a sentry. When he failed to answer the guard opened fire. Sporemann escaped.

The German before this had been seen wearing the uniform of an officer

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of the American army. The agent of the Naval Intelligence Bureau who arrested Sporemann was masquerading as an insurance agent, and as such visited an apartment in Baltimore occupied by the spy suspect. There he learned Sporemann was at work in Hampton.

He found the man checking material near the magazine and spoke to him in German. The suspect did not answer and appeared not to understand the American until the latter drew a revolver and compelled him to take off his overcoat. He found a dagger in an inside pocket. Denied Being German

Sporemann denied being a German, but when confronted with proof ad-

mitted he was acquainted with Captain Boy-Ed and former Ambassador von Bernstorff. In his apartments in Baltimore were found letters from Boy-Ed and von Bernstorff, including a receipt for \$90,000 from the latter. There was also a long list of German names and printed posters intended to create pro-German sentiment in America. A full military outfit of a German lieutenant also was discovered.

The names of eight persons apparently acquainted with the man were found and seven of these were placed under arrest. One suspect in New York has not yet been taken into custody. Another man arrested in connection with the case is a wealthy citizen of Baltimore.

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SHANGHAI-NANKING RAILWAY

ABRIDGED TIME TABLE, IN FORCE FROM JANUARY 1st, 1918

Shanghai North to Nanking—Up (Main Line)										Nanking To Shanghai North—Down									
STATIONS.	Local	Express	Fast	2nd and 4th	Fast	Local	Fast	Local	Fast	STATIONS.	Local	Fast	Local	Fast	Express	Local	Fast	Local	Fast
SHANGHAI NORTH	7.55	8.10	8.40	12.45	15.25	17.15	23.05			PEKING					8.55				
SOOCHOW	8.41	11.22	12.20	14.50	18.15	19.20	1.08			TIENSIN					11.40				
WUSHU	10.21	12.24	13.41	16.54	19.25	20.20	2.10			CENTRAL arr.					5.10				
CHANGCHOW	6.50	11.22	12.16	15.08	18.41	19.41	21.28			TIENSIN dep.					12.00				
TANYANG	8.06	12.09	13.11	16.16	17.41					TSINANFU					12.50				
CHINKIANG	9.18	12.52	13.55	17.17	18.21					PUKOW					12.50				
NANKING	11.19	14.15	15.30	18.20	19.20														
PUKOW		8.10	1.00							NANKING					7.20	8.00	11.45	14.20	16.55
TIENSIN		8.10	1.00							CHINKIANG					9.00	10.10	12.30	15.00	17.15
CENTRAL		16.20								TANYANG					9.30	10.50	14.15	16.45	19.00
PEKING		16.55								CHANGCHOW					10.54	12.12	15.28	17.58	20.20
										WUSHU					8.15	7.10	11.20	13.50	16.20
										SOOCHOW					9.38	8.18	12.28	14.54	17.21
										SHANGHAI NORTH					12.15	10.15	14.20	17.50	20.00

R. Restaurant Cars.

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S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE)										Shanghai North to Woosung Forts—Down									
STATIONS.	Local	Express	Fast	2nd and 4th	Fast	Local	Fast	Local	Fast	STATIONS.	Local	Fast	Local	Fast	Express	Local	Fast	Local	Fast
WOOSUNG FORTS	6.50	8.10	11.11	13.15	14.40	15.07	16.17	17.10	18.45	SHANGHAI NORTH	4.10	7.30	10.40	12.35	14.07	15.30	17.30	19.00	20.00
KIANGWAN	7.17	8.37	11.37	13.42	15.07	16.17	17.10	18.45	20.00	KIANGWAN	4.31	7.41	10.46	12.38	14.11	15.34	17.41	19.15	20.15
SHANGHAI NORTH	7.25	8.45	11.45	13.50	15.15	16.25	17.18	18.53	20.18	WOOSUNG FORTS	4.15	7.35	10.45	12.38	14.10	15.33	17.33	19.05	20.05

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE.										ZAHKOU TO SHANGHAI NORTH—"UP"									
STATIONS	Local	Fast	Slow	Local	Fast	Slow	Local	Fast	Slow	STATIONS	Local	Fast	Slow	Local	Fast	Slow	Local	Fast	Slow
Shanghai North	7.35	9.00	10.00	14.50	15.50					Zahkou	6.30	7.55	9.20	14.10	15.30				
Jessfield	7.51	9.16	10.23	15.06	16.06					Hangchow	7.00	8.30	9.55	14.45	15.65				
Sicawei	7.58	9.23	10.30	15.13	16.13					Changsha	8.04	9.48	11.40	16.20	17.35				
Lungchow Junction	8.15	9.40	10.53	15.30	16.29					Yehak	8.41	10.31	12.29	16.51	18.40				
Shanghai South	7.45	9.10	10.20	13.35	15.00	16.00	17.55			Kashui	7.15	9.28	11.22	14.10	16.50	19.30			
Lungchow Junction	8.15	9.40	10.53	13.52	15.30	16.29	18.12			Kashui	7.48	9.53	11.55	14.40	16.52				
Sancting	8.59	10.48	12.02	16.07	17.42					Shanghai North	9.05	10.47	12.59	16.08	17.40				
Kashui	9.51	11.52	13.28	16.53	18.49					Lungchow Junction	8.18	10.33	11.38	14.08	15.33	17.23	18.23		
Yehak	7.40	10.25	12.30	14.35	17.22	19.20				Shanghai South	8.35	10.50	11.55	14.25	15.50	17.40	18.40		
Changsha	8.48	11.06	13.15	15.50	17.50					Lungchow Junction	10.30	11.35	14.05	17.18	18.20				
Hangchow	9.45	11.41	14.00	16.50	18.24					Sicawei	10.39	11.44	14.14	17.28	18.29				
Shanghai	11.35	13.10	15.50	19.00	19.35					Jessfield	10.46	11.51	14.21	17.37	18.36				
										Shanghai North	11.00	12.05	14.35	17.50	18.50				

KONZENCHIAO TO ZAHKOU						KIANGSHOO BRANCH LINE.						ZAHKOU TO KONZENCHIAO					
Konzenchiaio....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	....	10.10	12.25	...	17.20	....	
Kenshangmun ..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15		
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun ..	dep.	7.42	10.57	12.57	15.12	18.07	19.27		
Zahkou.....	arr.	9.40	12.10	....	16.55	....	....	Konzenchiaio....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Cars.

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, February 23, 1918.
Money and Bullion

Gold Dollars Bank's buying rate
@ 104=Ta. 96.15
@ 123=Mex. 132.17
Mex. Dollars Market rate: 71.8625
Dragon Dollars: native bank rate
Shanghai Gold Bars: 974 touch Ta. 270
Bar Silver 431d.
Copper Cash per tael 1523
Sovereigns:
Buying rate @ 4/2d.=Ta. 4.75
exch. @ 72.3=Mex. 96.58
Peking Bar Ta. —
Native Interest30

Latest London Quotations
Bar Silver 421d.
Bank Rate of Discount 4%
Market rate of discount:—
3 m-a %
4 m-a %
6 m-a %
Exchange on Shanghai, 60 d-a. 27.25
Ex. Paris on London T.T. 27.25
Ex. N. Y. on London T.T. 24.75
Consols 1

Exchange Closing Quotations
London T.T. 4/21
India Demand 4/21
Paris T.T. 27.25
New York Demand 27.25
Hongkong T.T. 27.25
Japan T.T. 27.25
Batavia T.T. 27.25

Banks Buying Rates
London 4 m/s. Ctd. 4/41d.
London 4 m/s. Docy. 4/41d.
London 6 m/s. Ctd. 4/50d.
London 6 m/s. Docy. 4/51d.
Paris 4 m/s. 4023
New York 4 m/s. 1042

Customs House Exchange Rates
For February
Hk. Ta. 4.31 @ 4/31
" 1 @ 581 = France 6.47
" 1 @ 581 = Marks —
" 0.18 @ 1013 Gold 11
" 1 @ 51 Yen 2.18
" 1 @ 15 Rupees 3.66
" 1 @ — Roubles —
" 1 @ 1.50 Mex. 1.50

ASTOR HOUSE HOTEL,
TIENTSIN.Cable Address
ASTOR

The leading Hotel in Tientsin.
Delightfully situated, facing
Victoria Park, and located in
the Centre of the Town's Life
and Business.
Spacious and Luxurious
Dining and Reception Rooms.
Every Bedroom with private
Bath and Toilet.
First Class Cuisine and
Selected Cellar, under Foreign
Supervision.
Central Heating, Electric
Light, Modern Sanitary
Arrangements.
Hotel Motor-Omnibus and
Porters meet all Trains and
Boats.

THE MANAGEMENT

China Mutual Life Insurance
Co., Ltd.

We issue Policies in Sterling
Take advantage of the Ex-
change.

Telephone to us, Central
2601, or write to the Head
Office,
10 Canton Road,
Shanghai.

"BICKERTON'S"

PRIVATE HOTEL

Established 22 years.
103 Bubbling Well Road. Seven
minutes from Bund by tram, which
stop at the door. Strictly first-class
cuisine under the personal super-
vision of the proprietress. 60 rooms,
separate baths, with hot and cold
water, electric light. Tel. W. 1271.

British-America Assurance Co.

Telephone No. 98
The undersigned, as agents for
the above company, are prepared to
grant policies against Fire on
Foreign and Native Risk at Current
Rates.

FRAZAR & CO.

Share Market

Messrs. J. P. Bisset and Co., write
as follows in their report for week
ending February 21:
Since the resumption of business
after the Chinese New Year Holidays
there has been little or no change
to report, the tone of the market
continuing dull. New Engineerings
rose from Ta. 14% to Ta. 17 after
the issue of the Directors' recom-
mendation regarding the allocation
of profits. Shanghai Lands have
improved to Ta. 70. Cottons remain
steady but quiet with a rather easier
tendency. Transactions in Rubbers
are small in volume, business being
effected in some cases at decreased
rates. The effect of the general
tightness of money and uncertainty
as to the course of exchange con-
tinues to be felt.

BAR SILVER

Reuter's Service
London, February 20.—Today's
silver prices were:—
Bar Silver Spot: 42½d. Steady.
Previous quotation, London, Feb.
19:—
Bar Silver Spot: 42½d. Rather
more enquiry.

Stock Exchange
Transactions

Shanghai, February 23, 1918.
TODAY'S QUOTATIONS
Official
S.M.C. 5½% debts. 1914 @ Ta. 80.00
Telephones Ta. 76.50
Padangs Ta. 12.25
Tebongs Ta. 17.75
Unofficial
Waterworks (New) Ta. 185.00

Sharebrokers' Association
Transactions

Shanghai, February 23, 1918.
BUSINESS DONE
Unofficial
Water Works 6% debts.
@ Ta. 85.00 cash

The National
Commercial Bank, Ltd.

(formerly known as The Chekiang
Shing Nih Chartered Bank, Ltd.)

Established 1907.

Paid-Up Capital \$1,000,000.00
Reserve Fund \$200,000.00

Head Office: Shanghai.
14, Peking Road.
(Telephone Nos. 2613 and 2614.)

Branches:
Hangchow, Hankow, Peking, Tientsin,
Mukden and Harbin.

Correspondents at the principal
cities throughout China.

Interest allowed on Current Ac-
counts and Fixed Deposits both in
taels and dollars according to arrange-
ment.

Interest allowed on Savings Ac-
count at 4% per annum.

Credits granted on approved
securities.

Every description of Banking and
Exchange business transacted.

Shen Chu Hau, Manager.
Shu Chin Mib, Sub-Manager.
C. C. Yang, Sub-Manager.



MITSUI BANK, LTD.

SHANGHAI BRANCH

3 Foochow Road

Capital (Paid-up) Yen 20,000,000
Reserve " 12,550,000

Head Office: Tokyo, Japan.
President: Baron Takayama Mitsui.

Branches:
Osaka, Nishi (Osaka), Kobe, Yokohama,
Nagasaki, Moji, Fukuoka, Simonsaki,
Hiroshima, Kyoto, Nagoya, Fukuoka
(Tokyo), Otaru.

Bankers:
London: Messrs. Barclays Bank, Ltd.
The London City and
Midland Bank, Ltd.
New York: The National City Bank
of New York.
The Guaranty Trust Co.
of New York.

We transact a
General Banking & Foreign Exchange Business.

S. TAKEDA, Man-

Chartered Bank of
India, Australia and
China

Incorporated by Royal Charter
1853.

Capital \$1,200,000
Reserve Fund 1,900,000
Reserve Liability of Share-
holders 1,200,000

Head Office:
25 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chair-
man.

Sir Henry S. Cunningham, K.C.I.E.
T. Outbertain, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Gooch, Esq.
The Rt. Hon. Lord George Hamilton,
G.C.S.I.

W. Foot Mithell, Esq.
Lewis Alexander Wallace, Esq.
The Bank of England.

The London City & Midland Bank
Limited.

The London County and Westminster
Bank, Limited.

The National Provincial Bank of
England, Limited.

The National Bank of Scotland,
Limited.

Agencies and Branches:
Amritsar, Hloilo, Puket,
Bangkok, Ipoh, Rangoon,
Batavia, Karachi, Saigon,
Bombay, Klang, Seremban,
Calcutta, Kobe, Singapore,
Canton, Kuala Lumpur, Shanghai,
Cebu, Madras, Sourabaya,
Colombo, Malacca, Taiping,
Delhi, Manila, (F. M. S.)
Fuchow, Medan, Tavoy (Lower
Halphong New York Burma)
Hankow, Peking, Tientsin,
Hongkong, Penang, Yokohama

Shanghai Branch, 18 The Bund.
Drafts granted on the above
Agencies and Branches and also on
the principal Commercial Cities
throughout the world. Bills of Ex-
change bought. Travelling Letters of
Credit issued and every description
of Banking and Exchange business
undertaken.

Interest allowed on Current De-
posit Accounts, according to arrange-
ment.

Fixed Deposits are received for
twelve months and shorter periods
at rates to be ascertained on applica-
tion.

L. R. BREMNER,
Manager.

BANQUE DE L'INDO-CHINE
Capital Frs. 48,000,000.00
Reserve Frs. 48,000,000.00

Succursales et Agences:
Bangkok, Hanoi, Saigon,
Batambang, Hongkong, Shanghai,
Canton, Mengtze, Singapore,
Djibouti, Noumea, Tientsin,
Dondichery, Peking, Tourane,
Halphong, Papote,
Hankow, Phnom-Penh

Bankers:
In France: Comptoir National d'Es-
compte de Paris; Credit Lyonnais;
Banque de Paris et des
Pays-Bas; Credit Industriel et
Commercial; Societe Generale.
In London: The Union of London
and Smith's Bank, Ltd.; Comptoir
National d'Escompte des
Pays; Credit Lyonnais.

This Shanghai Agency undertakes
all banking operations and exchange
business, grants credits on goods and
approved securities and receives de-
posits on current and fixed deposits
according to arrangement.

L. ARDAIN,
Manager.

BANQUE BELGE POUR
L'Etranger
Filiale de la Societe Generale de
Belgique
Societe Anonyme
Paid-up Capital Frs. 20,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate
Branches at Peking, Tientsin,
Alexandria, Cairo (Egypt), and
Rotterdam

President:
JEAN JADOT
Gouverneur Societe Generale de
Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Bel-
gique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne,
Societe Anonyme.
Lyons and Marseilles: Comptoir
National d'Escompte de Paris.

Interest allowed on Current Ac-
counts Tael and fixed deposits ac-
cording to arrangement.

Every description of banking and
exchange business transacted.

M. DEMETS,
Manager for China.

Hongkong & Shanghai
Banking Corporation

Paid-up Capital \$15,000,000

Reserve Funds:—
Sterling 11,500,000 @ 2s. 15,500,000
Silver 18,500,000
Total 33,500,000

Reserve Liability of Pro-
prietors \$15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. S. H. Dodwell, Chairman.
Hon. Mr. P. H. Holyoak, Deputy
Chairman.

Hon. Mr. C. E. Anton.
F. C. Butcher, Esq.
A. H. Compton, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
E. V. D. Parr, Esq.
W. L. Pattenden, Esq.

Chief Manager:
Hoagkong—N. J. STARR.

Branches and Agencies:
Amoy, Ipoh, Peking,
Bangkok, Johore, Penang,
Batavia, Kobe, Rangoon,
Bombay, Kuala Lumpur, Saigon,
Calcutta, London, S. Francisco,
Canton, Lyons, Shanghai,
Colombo, Malacca, Singapore,
Fuchow, Manila, Sourabaya,
Hankow, Nagasaki, Tientsin,
Harbin, New York, Tsingtau,
Hloilo, Yokohama

London Bankers:
London County and Westminster
Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Ac-
counts and on Fixed Deposits accord-
ing to arrangement.

Local Bills Discounted
Credits granted on approved
Securities, and every description of
Banking and Exchange business
transacted.

Drafts granted on London and the
chief commercial places in Europe,
India, Australia, Africa, China, Japan
and America.

A. G. STEPHEN,
Manager.

Russ-Asiatic Bank
Capital (fully-paid) 53,000,000
Reserve Fund 26,000,000
Kpg. Tia.

Capital Contributed by the
Chinese Government: ... 3,500,000
Reserve Fund 1,750,000

Head Office: PARMOURAN,
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St., E.C.

Bankers:
London: Messrs. Glyn, Mills, Currie
& Co.

Paris: Societe Generale pour favoriser
le Developpement de Commerce et
de l'Industrie en France. Banque
de Paris et des Pays-Bas.

Lyons: Societe Generale pour
favoriser le Developpement du
Commerce et de l'Industrie en
France.

Far Eastern Branches and Agencies:
Bombay, Harbin, Peking,
Chanchun, Hongkong, Shanghai,
Chefoo, Newchwang, Tientsin,
Dairen, Nicolayovsk, Vladivostok,
Hailan, O/Amur, Yokohama,
Hankow

81 Branches and Agencies in
Russia, Siberia and Mongolia

SHANGHAI BRANCH
Interest allowed on Current Ac-
count and Fixed Deposits in Tael,
Dollars and Roubles. Terms on
application.

Local Bills discounted. Special
facilities for Russian Exchange.

Foreign Exchange on the principal
cities of the world bought and sold.
Safe Deposit Boxes.

L. JEZERSKI,
G. CARRERE,
Managers for China,
Japan and India.

The Bank of Canton,
Limited.
Incorporated 1912.

Authorized Capital H\$2,000,000
Subscribed and paid up
Capital H\$1,371,500
Reserve Fund H\$ 120,000
Investment reserve fund.....H\$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Ac-
counts and Fixed Deposits according
to arrangement.

Every description of Banking and
Exchange business transacted.

C. C. WONG,
Act. Manager

The Bank of China

(Specially authorised by Presidential
Mandate of 15th April, 1915)

Authorized Capital \$20,000,000.00
Paid-up Capital:
Chinese Government 10,000,000.00
Chinese Mercantile
Community 2,512,500.00
Total \$12,512,500.00

Reserve Fund 1,892,564.85

Head Office: PEKING.
Branches and Agencies:
Peking, Tientsin, Newchwang,
Mukden, Changchun, Harbin,
Dairen, Tsinan, Tsingtau, Kailung,
Hankow, Ichang, Shansi, Wuhu,
Yangchow, Chinkiang, Nanking,
Shanghai, Hangchow, Ningpo, Foo-
chow, Canton, Nanchang, Taiyuen,
etc., etc.

SHANGHAI BRANCH
3 HANKOW ROAD.
Loans granted on approved
securities. Local bills discounted.
Interest allowed on Tael Current Ac-
counts at 2 per cent per annum, on
Dollar Current Accounts at 1 per
cent per annum, and on Fixed De-
posits at the following rates:
For 3 months at the rate of 3 per
cent per annum.
For 6 months at the rate of 4 per
cent per annum.
For 12 months at the rate of 5 per
cent per annum.

SUNG HAN CHANG,
Manager.

Banque Industrielle
de Chine
Capital France 45,000,000
One-third of the Capital, i. e. Fra.
15,000,000, subscribed by—
THE GOVERNMENT OF THE
CHINESE REPUBLIC

Statutes approved by the Govern-
ment of the Chinese Republic on
January 11, 1912.

President Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, Rue St. Lazare, PARIS.
Branches in Peking, Tientsin, Shang-
hai, Saigon and Hongkong

BANKERS:
In France: Societe Generale pour
le Developpement du Commerce
et de l'Industrie en France.
In London: London County and
Westminster Bank, Ltd.

Interest allowed on Current Ac-
counts in Gold or Local currency and
Fixed Deposits on application.

Every description of Banking and
Exchange business transacted.

Savings accounts in Gold and Local
currency.

G. LION,
Manager.

Yokohama Specie
Bank, Limited
(Established 1880.)

Head Office: YOKOHAMA, JAPAN.
Capital Subscribed Yen 40,000,000
Capital Paid-up " 34,000,000
Reserve Fund " 22,100,000

London Bankers:
Union of London and Smith's Bank,
The London Joint Stock Bank,
Parr's Bank, Ltd.

Branches and Agencies:
Bombay, London, Shanghai,
Calcutta, Los Angeles, Seattle,
Changchun, Lyons, Singapore,
Dairen, Mukden, Sydney,
Hankow, Nagasaki, Tientsin,
Harbin, Newchwang, Tokio,
Hongkong, New York, Tsinanfu,
Hloilo, Osaka, Tsingtau,
Kailuen, Peking, Rangoon,
Kobe, S. Francisco

SHANGHAI BRANCH
Interest allowed on Current Ac-
counts and Fixed Deposits in Tael
and Dollars, according to arrange-
ment.

Drafts granted on principal places
in Japan, Korea, Formosa and China,
and the chief commercial places in
Europe, India and America, and
every description of Banking and
exchange business transacted.

K. KODAMA, Manager.

The Shanghai Commercial and
Savings Bank, Ltd.
9, Ningpo Road.

Paid-Up Capital \$ 300,000.00
Reserve \$ 10,000.00
Deposits (June 30, 1917)
\$1,590,000.00

Correspondents at principal cities
in China, and domestic exchange a
speciality.

Credits granted on approved
securities. Bills discounted.

Current accounts in both tael and
dollars with interest, may be opened
on application.

Particulars of interest allowed on
fixed deposits in both tael and dol-
lars, will be furnished on request.

K. P. CHEN,
General Manager.

International Banking
Corporation

Capital & Surplus U.S. \$6,500,000.00
Undivided Profits U.S. \$1,348,000.00
Paid-up Capital \$42,500,000.00
Reserve Fund \$60,000

Head Office:
55 Wall Street, New York
National City Bank Building.

London Office:
36 Bishopsgate, E. C.

Branches:
Batavia, Kobe, San Francisco,
Bombay, London, Santo Domingo,
Calcutta, Manila, Santiago de los
Canton, Medellin, Caballeros,
Cebu, Panama, Shanghai,
Colon, Peking, Singapore,
(Cristobal C.Z.), Tientsin,
Hankow, San Pedro de Yokohama,
Hongkong, Macoris

Through its close affiliation with
the NATIONAL CITY BANK OF
NEW YORK, the Corporation is
able to offer the special services of
the Branches of that Institution
established at:—

Bahia, Petrograd,
Buenos Aires, Rio de Janeiro,
Caracas, Venezuela, Santiago de Cuba,
Genoa, Santos,
Havana, San Paulo,
Moscow, Russia, Valparaiso,
Montevideo

The Corporation issues Commer-
cial and Travellers' Letters of Credit
and money on CURRENT DEPOSIT AC-
COUNT and FIXED DEPOSIT on
terms which may be ascertained on
application, and transacts all other
descriptions of Banking and Ex-
change business.

H. C. GULLAND,
Manager.

1a Kiukiang Road, Shanghai.

Nederlandsche Handel
Maatschappij
(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up Capital—
Gulden 60,000,000 (about 15,000,000)
Reserve Fund—
Gulden 11,595,461 (about 1966,288)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:
Bandjermasin, Padang, Soerakarta,
Bandong, Palembang, Tebing-Tinggi,
Cheribon, Pekalongan, Tegal,
Djember, Penang, Telok-Betong,
Djokjakarta, Pontianak, Tjilatjap,
Hongkong, Rangoon, Weltevreden,
Kota-Radja, Semarang,
Lanka, Singapore,
Makassar, Soerabaya,
Medan

London Bankers:
Union of London and Smith's
Bank, Ltd.

Correspondents at the principal
places in Europe, Asia, Australia
and North America.

The Bank buys, sells, and receives
for collection bills of exchange,
issues letters of credit on its
branches and correspondents and
transacts banking business of every
description.

Current accounts kept in tael
and dollars.

SHANGHAI INTEREST ALLOWED ON
current tael accounts and fixed de-
posits, according to arrangement.

B. G. J. WYBERG,
Manager.

Hongkong & Shanghai
Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than \$1, or
over \$100, will be received at one
time.

Not more than \$1,200 will be re-
ceived in one year from any single
depositor whose credit balance shall
not at any time exceed the sum of
\$5,000.

Interest at the rate of 3½ per
cent per annum will be allowed on
the monthly minimum balance.
Deposits may be withdrawn on de-
mand. Accounts will be kept either
in Mexican Dollars or Tael, at the
option of the depositor.

Depositors will be presented with
Pass Books in which all transactions
will be entered. Pass Books must be
presented when paying in or
withdrawing money.

Office Hours—10 a.m. to 3 p.m.

Business and Official Notices

The Shanghai and Hongkew Wharf Co., Ltd.

THE Annual General Meeting of the Shareholders in the Company will be held at the Office of the General Agents on Saturday, the 9th March, 1918, at 11.30 o'clock a.m., for the purpose of receiving the statement of Accounts and Report of the Directors for the year ended 31st December, 1917. The Transfer Books of the Company will be closed from the 2nd to 9th March, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents, Shanghai & Hongkew Wharf Co., Ltd., Shanghai, 18th February, 1918. 16884

COAL SUPPLY

TENDERS will be received until 12 o'clock noon, March 1st, 1918, for 3,000 tons good quality Steam Coal.

Tender forms, specifications and conditions of tender to be obtained from

The Purchasing Agent, STANDARD OIL COMPANY OF NEW YORK, Canton and Szechuen Roads. 16885

Partner Wanted

Established Foreign Manufacturing Export Business; some capital required. Applicant may be active or silent partner. Apply Box 318, THE CHINA PRESS. 16891

NOTICE

DYNAMO WANTED

Used or New 15 to 30 K.W., 220 volts, Direct Current Belt-Driven Dynamo, alone or with Switchboard, with or without Oil Engine. APRIL DELIVERY. Reply, giving COMPLETE details to Box 317, THE CHINA PRESS. 16899 F.28.

THE SAVOY HOTEL

No. 21 Broadway, corner Nanjing Road, Shanghai, China.

Special Musical Dinner and Dance Every Evening Music During Dinner, Dancing After Dinner.

Music by the Savoy Orchestra. Professor MANIKUS at the Piano. Special features this week.

BONNY AND FREEMAN Bonny and Freeman—The pair with the twinkling feet.

American entertainers who really entertain.

Introducing the latest Fox-trot Songs, Cake Walks and Rag Time Dances.

Dinners served a la carte or Table d'Hôte.

Dainty Dishes a Specialty. Tables or Private Dining Rooms reserved by request.

Telephone No. 2510.

BORN 1915

STILL EXISTING



Widler & Company Chungking, West China.

SHANGHAI RACE CLUB

Six Per Cent Debentures (1909)

The Debenture Transfer Register will be closed from 22nd instant to 28th instant, both dates inclusive.

By Order of the Stewards, A. W. OLSEN, Secretary, Shanghai Race Club. 16898

S/S "Bessie Dollar"

The S/S "Bessie Dollar" is now discharging her cargo at the Shanghai-Hongkew-Pootung East Wharf. Consignees are requested to send in their Bills of Lading for counter-signature and take immediate delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the Wharf on Tuesday, Feb. 26th, at 10 a.m.

THE ROBERT DOLLAR Co. 16900

MASSAGE

EXPERT MASSEUSE, Swedish treatment (Petrograd graduate). Strengthening of muscles and nerves. Treatment of obesity, rheumatic complaints, general debility. Development of weak children a specialty. Phone: North 482. Mme. M. Naumova, 15 Quinsan Gardens. 16849

Kingman Bros.

DENTAL SURGEONS

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operations on modern scientific principles, and supply—

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

40, Szechuen Road, Shanghai

CARPETS OF QUALITY

HWA YENG'S Factory—large, airy, modernised—invites your inspection of their Prime Quality Tientsin Carpets. Made from the finest, fadeless, camel wool, procurable only in the carpet district of Tientsin, these carpets are beautifully designed, either in foreign or Chinese patterns, and the finish is perfect.

You Will Need Carpets in Your Home This Winter

Try HWA YENG'S—They beautify your home, bring out expressions of admiration from your guests, and the cost is exceedingly cheap.

Prices according to quality from \$7.50 upward.

HWA YENG CARPET FACTORY,

127 Peking Road.

You can't miss our factory: it's right on the road.

THE CATHAY LACE CO.

19 Nanjing Road, Shanghai

The Chief Manufacturers and Exporters of Hand-made

Laces, Embroideries, Etc.

Big Stock

of

FILET LACES

for

WHOLESALE

HONMA HOSPITAL,

No. 84 Miller Road. Tel. North 2961.

Dr. T. YAMADA,

(former Assistant at the Imperial University at Tokio and Fukuoka.)

Internal Medicine, Children's Diseases.

Dr. K. HONMA,

(former Assistant at the Imperial University at Fukuoka.)

Women's Diseases, Confinement, Surgery, Skin Diseases, Venereal Diseases.

Piece Goods And Cotton

Messrs. Ilbert & Co., write as follows in their weekly report February 22:—

Piece Goods.—Business after the holiday has re-opened very quietly except in the cotton yarn section where prices have ruled firm with a good demand. Very little is likely to be done in cloth until after the first sales by auction which will not be resumed until next week, those of the up-country buyers who have returned preferring to wait until values have been definitely established by the public sales before placing their orders. Whatever little business has been done has emanated almost entirely from Northern ports which are unaffected by the state of civil war still existing in the Yangtze provinces above Hankow, where business remains at a standstill. The position there has, in fact, not improved in any way during the two weeks since our last report and there appears to be little likelihood of an early resumption of trade along the upper River, though it is reported that an effort is now to be made to drive the Southern troops out of that neighborhood.

The natives connected with the piece goods business appear to be well satisfied with the results of the past year's trading, profits on the whole being considerably, though on a smaller turnover than the preceding year. The yarn dealers have done even better, owing largely to the speculative business in cotton, which they were able to take the fullest advantage, while the native banks are also reported to have had a very prosperous year.

Grey Shirtings.—Generally, the market has scarcely re-opened as yet, but a few sales have been made at slightly increased prices in the following:—

10-lbs. Bamboo Tree at Tls. 5.75, 12-lbs. 36 inches: Red Cock at Tls. 5.25, Soldier D.D. at Tls. 7.50, Blue Round Dragon at Tls. 7.50, and Blue Stag at Tls. 6.45.

No auctions have been held this week.

T. Cloths and Jeans.—A few small sales are reported as follows:—

T. Cloths.—Phoenix at Tls. 4.50 and Three Phoenix at Tls. 4.30.

Jeans.—Red Cock 30 yards at Tls. 4.85, and 40 yards at Tls. 5.75.

White Shirtings.—Notwithstanding the absence of business from Hankow the market has opened firm, sales in a number of Northern finishes being made public in Small Trade at Tls. 8.00 (in cases), Nine "Tab" at Tls. 8.25, Blue Dragon at Tls. 8.75, Phoenix at Tls. 8.00, Stag at Tls. 8.00, and President at Tls. 7.45.

Sheetings.—Business has only been done in small quantities with very little alteration in prices, particulars of sales being:—

Local:—Three Sycee at Tls. 6.55, Horse at Tls. 6.80, and Three Fish at Tls. 5.00.

Japanese:—Nine Dragons at Tls. 5.85 and Dragonhead at Tls. 6.20.

Dyed and Fancy Cottons.—Enquiry is disappointingly small and very little business appears to have been done, prices being, if anything, slightly lower than before the holidays.

Cotton.—Our market for both the local staple and Hankow grades has re-opened with no indication of lower rates, in fact our market seems quite steady with every appearance of even higher rates being forced upon buyers.

Quotations are Tunchow: Tls. 37.50 to Tls. 38.00, Szechuen: Tls. 35.50 to Tls. 36.50, Ordinary Shanghai at Tls. 35.00 to Tls. 36.00. In Hankow grades Shensi No. 1 is quoted at Tls. 40.00 to Tls. 41.50. Market closing quite firm.

Liverpool quotations are cabled by Reuter as follows:—Gold Middling American at 23.50d., Egyptian Sakelakia at 23.80d. and F.M.G. Bengal at 18.52d. per lb.

Private telegrams from New York quote spot Middling American at 32 gold cents and 30.35 gold cents for March.

Local Yarn.—The re-opening of our market after the Chinese New Year holidays began on the 15th instant with a few commodity yarns, re-sales being made at lower prices than those acceptable by the Mills. In the last two or three days, however, dealers having advanced their ideas, and rates have steadily improved, our market closing quite strong. Sales are reported as follows:—

10s. 300 Bales Boy and Sycee at Tls. 115.00.

12s. 250 Bales Anchor at Tls. 134.50, 500 Bales Teenkwan at Tls. 136.50 to Tls. 141.00.

14s. 100 Bales Tramway at Tls. 137.00, 400 Bales Anchor at Tls. 140.00, 200 Bales Lady and Tiger (heavy) at Tls. 150.00, 300 Bales Four Hee at Tls. 143.00.

16s. 450 Bales Wedding at Tls. 147.50 to Tls. 150, 600 Bales Phoenix at Tls. 145.00 to Tls. 150 and 300 Bales at Tls. 152.00, 800 Bales Two Tiger at Tls. 147.00 to Tls. 150.00 and 300 Bales at Tls. 153.00, 1,000 Bales Red Round Dragon at Tls. 150.00 to Tls. 151.00.

20s. 100 Bales Tramway at Tls. 152.00, 500 Bales Wedding at Tls. 150.00, 1,100 Bales Five Men at Tls. 160.00 to Tls. 162.00, 1,100 Bales Man and Goats at Tls. 159.00 to Tls. 161.00, 400 Bales Three Joss at Tls. 155.00, 300 Bales Waterman at Tls. 158.00.

Indian Yarn.—A strong demand set in soon after the re-opening, in consequence of which prices have advanced about Tls. 10.00 per bale, sales being reported as follows:—

No. 10s.—100 Bales Central Indian at Tls. 140.00, 100 Bales Connaught at Tls. 130.00, 100 Bales Tea Carrier at Tls. 125.00-127.00, 30 Bales Jubilee at Tls. 123.00, 50 Bales Pabany at Tls. 136.00, 200 Bales Swadeshi Kose at

Tls. 126.00, 75 Bales Textile at Tls. 127.00-130.00 and 100 Bales Tricundam at Tls. 127.00-128.00.

No. 12s.—50 Bales China at Tls. 139.50, 100 Bales Currimbhoy at Tls. 137.00-140.00, 100 Bales Elphinstone at Tls. 134.00-138.00, 100 Bales Herald Office at Tls. 140.00, 25 Bales Lakhundass Khimjee at Tls. 140.00 and 400 Bales Moon at Tls. 132.00.

Japanese Yarn.—Prices for these spinings are also strong but only two sales are returned as follows:—

No. 16s.—100 Bales Woman at Tls. 156.00.

No. 20s.—500 Bales Man and Fish at Tls. 164.00.

Passengers Arrived

Per C.N. s.s. Poyang from Hankow:—Messrs. Trueman, and Ottuvill.

Per C.M. s.s. Kiangy from Klu-kiang:—Messrs. H. Brill, and Tupen-bache.

Per C.N. s.s. Sunning from Hongkong:—Mrs. Henderson, Mrs. Logan, Messrs. N. O. Kalpakdjian, Leslie, R. E. Manders, R. Dexon, H. S. Heningsberg, and Master Leslie.

Per L.C. s.s. Luenho from Hankow:—Mrs. H. Vander Steylen, Mrs. Sistene, and Mr. E. J. Cooper.

London Rubber Market

Messrs. Hugo Reiss and Co. inform us that the following is a translation of a telegram received by them from Messrs. Kimmel and Co., London, dated 20th instant:—

Spot price standard quality Ribbed Smoked Sheet 2 2 1/2

Spot price, standard quality First Crepe 2 3

Market steady, tendency quiet, ex warehouse (Singapore).... 1 6 1/2

Shipping Items

The L.C. s.s. Sulwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The H.O. s.s. Tehhsing left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Tafoo Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangkwan left Hankow for Shanghai on Friday.

The C.N. s.s. Ngankin left Hankow for Shanghai on Friday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangy left Hankow for Shanghai yesterday.

The L.C. s.s. Kufwe will leave Hankow for Shanghai today.

The N.K.K. s.s. Taleo Maru will leave Hankow for Shanghai today.

The C.N. s.s. Tunchow left Tientsin for Shanghai, via Chefoo and Weihaiwei on Thursday.

The C.M. s.s. Hsinming will leave Tientsin for Shanghai via Chefoo today.

The L.C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Tatung will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Suiyang Maru will leave Hankow for Shanghai tomorrow.

The H.O. s.s. Changon will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Sunning will leave Hongkong for Shanghai on Tuesday, February 26.

Amusements

ISIS THEATRE

Corner of Jukong and North Szechuen Roads (about 150 yards from Range Road.)

TONIGHT Showing

"PURITY"

Seven Acts of Photo-Play with a wonderful plot of rare charm featuring

AUDREY MUNSON

The world's most famous artists' model. Art, Love, Faith, Beauty, Morality

All In

"PURITY"

Tonight CHARLES CHAPLIN

In the Amusing 2 Parts Comedy

"POLICE"

Tonight

"POLICE!"

This Magnificent Photo-Play is classed as one of the Greatest productions of the Year. The plot shows THE STORY OF A LOVE THAT WAS GREATER THAN LIFE OR DEATH.

16886

Amusements

Per C.N. s.s. Poyang from Hankow:—Messrs. Trueman, and Ottuvill.

Per C.M. s.s. Kiangy from Klu-kiang:—Messrs. H. Brill, and Tupen-bache.

Per C.N. s.s. Sunning from Hongkong:—Mrs. Henderson, Mrs. Logan, Messrs. N. O. Kalpakdjian, Leslie, R. E. Manders, R. Dexon, H. S. Heningsberg, and Master Leslie.

Per L.C. s.s. Luenho from Hankow:—Mrs. H. Vander Steylen, Mrs. Sistene, and Mr. E. J. Cooper.

Amusements

VICTORIA THEATRE

TONIGHT February 24

THE ROYAL ILLUSIONIST

HORACE GOLDIN

AND FULL COMPANY

Also BARBARA BABINGTON

England's Talented Comedienne

Selected New Films

MATINEE TODAY at 3.15 p.m.

Dress Circle. \$1.00 & \$0.50

Stalls 40 & 20 cts.

APOLLO THEATRE "The Home of Beautiful Pictures"

TONIGHT

"JUDEX?"

Chapter 1. "The Mysterious Shadow"

Chapter 2. "The Expiation."

Pathe's American Gazette. HAM-BUD Comedy.

Pathe's British Gazette. "One Step to Far"

TODAY MATINEE 3 P.M.

"THE SEVEN PEARLS"

Episode 1. "The Sultan's Necklace"—Episode 2. "The Bowstrings"

Episode 3. "The Air Peril"

"The Air Peril"

PATHE'S AMERICAN GAZETTE

"JOHNNY'S HUMBLE"

A cute comedy

Times and Prices as Usual

TUESDAY NEXT

"JUDEX?"

Episode 3. "A Canine Rescue"

Episode 4. "The Secret of the Tomb"

Episode 5. "The Secret of the Tomb"

Episode 6. "The Secret of the Tomb"

Episode 7. "The Secret of the Tomb"

Episode 8. "The Secret of the Tomb"

Episode 9. "The Secret of the Tomb"

Episode 10. "The Secret of the Tomb"

Episode 11. "The Secret of the Tomb"

Episode 12. "The Secret of the Tomb"

Episode 13. "The Secret of the Tomb"

Episode 14. "The Secret of the Tomb"

Episode 15. "The Secret of the Tomb"

Episode 16. "The Secret of the Tomb"

Episode 17. "The Secret of the Tomb"

AMUSEMENTS

LYCEUM THEATRE

Curtain 9.15

T. DANIEL FRAWLEY Presents

The Frawley Company

In a Series of "New" and "Up to the minute" plays

Monday Feb. 25th

Tuesday Feb. 26th

Wednesday Feb. 27th

Thursday Feb. 28th

Friday March 1st

Saturday March 2nd

Max Marcin's Drama of New York Life

"The House of Glass"

Featuring Miss Katherine Browne-Decker and Mr. Henry Mortimer.

"It Pays To Advertise"

By special arrangement with Colan and Harsh. A Living Driving Business Truth, emphasized by timely exaggerations and "peppered" with the boldest combinations of comedy, romance and sound business principles.

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agent
Mar 3	10	San Francisco	Enador	Am.	P.M.S.S. Co.
13	10	San Francisco	Korea maru	Jap.	Alexander
17	10	San Francisco	Pashimi maru	Jap.	N.Y.K.
19	10	Tacoma & Seattle	Siberia maru	Jap.	O.S.K.
25	10	San Francisco	Siberia maru	Jap.	Alexander
29	10	San Francisco	Colombia	Am.	P.M.S.S. Co.
31	10	Seattle, etc.	Kashima maru	Jap.	N.Y.K.

FOR JAPAN PORTS

Feb 25 11:00	Nagasaki, Moji & Kobe	Omi maru	Jap.	N.Y.K.
28 noon	Moji, Kobe & Osaka	Chikuma maru	Jap.	N.Y.K.
Mar 1 5:00	Nagasaki	Fuso	Am.	P.M.S.S. Co.
5	Nagasaki, Moji and Kobe	Takashima maru	Jap.	N.Y.K.
7	Kobe	Chikuma maru	Jap.	N.Y.K.
9	Moji, Kobe & Osaka	Iyo maru	Jap.	N.Y.K.
11	Nagasaki, Moji & Kobe	Kumano maru	Jap.	N.Y.K.
13 5:00	Nagasaki, Moji & Kobe	Hakutsu maru	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

London etc.	Inaba maru	Jap.	N.Y.K.
Liverpool etc.	Iyo maru	Jap.	N.Y.K.

FOR SOUTHERN PORTS

Feb 25	Hongkong	Mexico maru	Jap.	O.S.K.
25 4:00	Hongkong	Hsin Ningshao	Chi.	C.M.S.N. Co.
25 4:00	Hongkong & Canton	Sunhsia	Chi.	C.M.S.N. Co.
25 4:00	Hongkong	Taihsun	Chi.	C.M.S.N. Co.
25 4:00	Hongkong	Hsin Ningshao	Chi.	C.M.S.N. Co.
25 4:00	Hongkong	Taihsun	Chi.	C.M.S.N. Co.
25 4:00	Hongkong	Hsin Ningshao	Chi.	C.M.S.N. Co.
25 4:00	Hongkong	Taihsun	Chi.	C.M.S.N. Co.
25 4:00	Hongkong	Hsin Ningshao	Chi.	C.M.S.N. Co.
25 4:00	Hongkong	Taihsun	Chi.	C.M.S.N. Co.

FOR NORTHERN PORTS

Feb 24	Tientsin	Protea	Rus.	K.M.A.
24	Chinwangtao	Uphu	Rus.	K.M.A.
24	Chinwangtao	Hsin Ningshao	Chi.	C.M.S.N. Co.
24	Chinwangtao	Wosang	Br.	J.M. & Co.
24	Chinwangtao	Tencho maru	Jap.	S.M.R.
24	Chinwangtao	Kohoku maru	Jap.	O.S.K.
24	Chinwangtao	Sakaki maru	Jap.	S.M.R.
24	Chinwangtao	Tungchow	Br.	B.S.S.
24	Chinwangtao	Shuntien	Br.	B.S.S.
24	Chinwangtao	Pansa	Rus.	B.V.F.
24	Chinwangtao	Kobe maru	Jap.	S.M.R.
24	Chinwangtao	Fenhsia	Br.	B.S.S.
24	Chinwangtao	Shenghsia	Br.	B.S.S.

FOR RIVER PORTS

Feb 24	M.N. Hankow etc.	Kiangto	Chi.	C.M.S.N. Co.
24	M.N. do	Kiangshui	Chi.	C.M.S.N. Co.
24	M.N. do	Kwangshui	Chi.	C.M.S.N. Co.
24	M.N. do	Lunsho	Br.	J.M. & Co.
24	M.N. do	Tachangmaru	Jap.	N.Y.K.
24	M.N. do	Lunsho	Br.	J.M. & Co.
24	M.N. do	Tachangmaru	Jap.	N.Y.K.
24	M.N. do	Lunsho	Br.	J.M. & Co.
24	M.N. do	Tachangmaru	Jap.	N.Y.K.
24	M.N. do	Lunsho	Br.	J.M. & Co.
24	M.N. do	Tachangmaru	Jap.	N.Y.K.

*A.M. M.N.—Midnight. D.L.—Daylight.

Departures

Date	For	Ship's Name	Tons/Flag	Agent
Feb 23	Japan	Yamashiro maru	2326 Jap.	N.Y.K.
23	Hankow etc.	Shangyang maru	2225 Jap.	N.Y.K.
23	do	Ninghsiao	2221 Chi.	N.S. Co.
23	do	Chungking	1811 Br.	B.S.S.
23	London	Nelms	6985 Br.	B.S.S.
23	Ningpo	Taihsun	2013 Chi.	C.M.S.N. Co.

Vessels Loading

For River Ports

HANKOW and PORTS.—The Str. Kiangyung Captain W. McIlwain, will leave on Sunday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Lunsho, tons 3,668 Captain Jackson, will leave on Monday, February 25, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW and PORTS.—The Co.'s Str. Tachang Maru, Captain H. Yamashita, will be despatched from Pootung N.K.K. wharf on Monday, February 25, at about 12 o'clock midnight. For Freight and Passage, apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3255.

HANKOW and PORTS.—The Str. Kiangshui, Captain J. R. Millman, will leave on Monday, night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.'s Str. Tafoe Maru, Captain S. Hosokawa, will be despatched from Pootung N.K.K. wharf on Tuesday, February 26, at about 12 o'clock midnight. For Freight and Passage, apply to The Nishin Kisen Kaisha, No. 5 The Bund. Tel. No. 3255.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s Str. Suifu, tons 2,671 Captain Sellar, will leave on Tuesday, February 26, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW and PORTS.—The China Navigation Co.'s Steamer Chutung, Captain C. C. Williams, will leave from the French Bund on Friday, March 1, at about 12

FOOCHOW.—The Str. Haean, Captain F. H. Wallace, will leave on Tuesday, morning. For Freight or Passage apply to C.M.S.N. Co.

AMOI, HONGKONG and CANTON.—The China Navigation Co.'s Str. Shantung, Capt. Meathrel, will leave from the French Bund direct for the above ports on Thursday, Feb. 28, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents. Freight Tel. No. 77, Passage Tel. No. 491.

SWATOW and HONGKONG.—The China Navigation Co.'s Steamer Kaifong, Captain E. J. Pottinger, will leave on Sunday, March 3, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Telephone No. 77.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Tamsui, Captain J. S. Dewolf, will leave on Tuesday, March 5, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Telephone No. 77.

HONGKONG and CANTON.—The China Navigation Co.'s Steamer Suifu, Captain Benson, will leave from the French Bund direct for the above ports on Tuesday, March 5, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents. Freight Telephone No. 77, Passage Telephone No. 491.

TAKAO (FOUCHOW) via FOOCHOW and KEELUNG.—The Str. Kohoku Maru, Captain S. Ohba, will be despatched from the Co.'s Yangtszepoo wharf on March 7, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

For Northern Ports

TIENSIN DIRECT.—The Str. Hsinfeng, Captain D. D. Ross, will leave on Sunday, morning. For Freight or Passage apply to C.M.S.N. Co.

TIENSIN DIRECT.—The Kailan Mining Administration chartered s.s. Protea February 24. For Freight apply to Agents, No. 1 Jinkee Road. Tel. No. 319.

CHINWANGTAO direct.—The Kailan Mining Administration s.s. Uphu February 24. For Freight apply to Agents, No. 1 Jinkee Road. Tel. No. 319.

WEIHAIWEI, CHEFOO and TIENSIN.—The China Navigation Co.'s Str. Tungchow Capt. Bennett, will leave from the French Bund on Tuesday, February 26, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents. French Bund. Freight Tel. No. 77, Passage Tel. No. 491.

DAIREN and TSINGTAO.—The Steamer Kohoku Maru, Captain S. Ohba, will be despatched from the N.K.K. Co's Pootung wharf on February 26, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

WEIHAIWEI, CHEFOO and TIENSIN.—The China Navigation Co.'s Steamer Shuntien, Capt. Northcombe, will leave from the French Bund on Thursday, February 28, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 491.

WEIHAIWEI, CHEFOO and TIENSIN.—The China Navigation Co.'s Steamer Fengtien, Captain Harris, will leave from the French Bund on Saturday, March 2, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Telephone No. 77, Passage Telephone No. 491.

TIENSIN and DAIREN via TSINGTAO.—The Str. Keshung Maru, Capt. S. Imai, will be despatched from the Co.'s Yangtszepoo wharf on March 5, at daylight. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 10 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

WEIHAIWEI, CHEFOO and TIENSIN.—The China Navigation Co.'s Steamer Shengking, Captain Mcintosh, will leave from the French Bund on Tuesday, March 5, at 3 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 491.

For Foreign Ports

TAKOMA and SEATTLE CALLING at VICTORIA B.C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain will be despatched on March 19. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at 10 a.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Loony, Niganda, Foyang, Taitung, Tungting, Chungking and Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

*The s.s. Wuchang and Chungking are especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Yingchow, Sinkiang, Shantung, Szechuan and Suiyang.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Haiphong, Manila, Cebu, Hilo, Zamboanga and Australian ports. Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shantung and Shengking.—Sailing from the French Bund. During the winter months sailings are irregular owing to weather conditions.

For NINGPO.—S.S. Hsin Peking.—Sailings will be suspended by this vessel from the 4th inst. owing to overhaul. S.S. Hsin Peking will resume her run on Wednesday, 20th inst. at 4 p.m. as usual. For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Steaming Car Express Train Co., or from Messrs. THOMAS COOK & SON, 15 The Bund.

BUTTERFIELD & SWIRE, Agents 21-23 French Bund. Freight: Telephone No. 77. Passage: Telephone No. 491.

PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"

Trans-Pacific Service

By the New, 14,000 Ton, Oil Burning Steamers "ECUADOR" "VENEZUELA" "COLOMBIA"

AMERICAN REGISTRY

SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. ECUADOR Mar. 2	S.S. COLOMBIA Mar. 9
S.S. COLOMBIA Mar. 30	S.S. VENEZUELA Apr. 6

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No upper berths. Tickets interchangeable with Canadian Pacific Ocean Service, Ltd., and Toyo Kisen Kaisha.

East India Service

By the Modern, Oil Burning Steamers "COLUSA" ..18,000 tons "SANTA CRUZ" ..15,000 tons

AMERICAN REGISTRY

SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta	For San Francisco via Cebu and Honolulu
S.S. COLUSA Feb. 23	S.S. COLUSA Apr. 8
S.S. SANTA CRUZ Apr. 23	S.S. SANTA CRUZ June 6

Safety and comfort of passengers our first consideration. For information re freighter passage apply to

PACIFIC MAIL STEAMSHIP COMPANY

1-B Nanking Road, Palace Hotel Building. Telephone Central 5954 Cable Address "Solano"

O. S. K.

OSAKA SHOSEN KAISHA

(Osaka Mercantile S. S. Co.)

Under Mail Contract with the Imperial Japanese Government

SAILINGS FROM SHANGHAI

(Subject to Alteration)

AMERICAN LINE

For Tacoma and Seattle, Wash.

Via Pacific, calling at Nagasaki or Moji, Kobe, Yokkaichi, Shimidzu, Yokohama and Victoria, B. C.

"AFRICA MARU" ... (18,000 tons) Capt. ... Mar. 18, Mar. 19

For Hongkong ... Mar. 24, Feb. 25

"MEXICO MARU" ... (12,000 tons) Capt. K. Komiya, Feb. 24, Feb. 25

CHINA COASTING LINE

For Dairen and Tungting

"KOHOKU MARU" ... (2,610 tons) Capt. S. Ohba, Feb. 24, Feb. 26

For Tientsin, Tientsin and Dairen

"KEELUNG MARU" ... (1,569 tons) Capt. S. Imai, Mar. 3, Mar. 5

For Fouchow, Keelung and Takao

"KOHOKU MARU" ... (2,610 tons) Capt. S. Ohba, Mar. 6, Mar. 7

The Company also runs numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—

M. YAMAUCHI, Manager, OSAKA SHOSEN KAISHA

Union Building, 4 The Bund. Tel. Address: SHOSEN, SHANGHAI. Tel. 4234, 4235.

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.

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SHIPPING AND FORWARDING AGENTS. Telephone 1845 83, Seehuen Road

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OCEAN SERVICES

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QUICKEST TIME ACROSS THE PACIFIC

Book Your Passage to JAPAN

Via an "Empress" Steamer for the Summer Holidays

For further information regarding passenger fares, sailings, etc. apply to G. M. JACKSON

General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to

L. E. N. RYAN, agent, Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

T. K. K.

SHANGHAI BRANCH OFFICE

TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI

KOREA MARU 20,000 tons, for San Francisco, March 12, 1919
SIBERIA MARU 18,000 tons, for San Francisco, March 25, 1919
TENYO MARU 22,000 tons, for San Francisco, April 9, 1919
SHINTO MARU 22,000 tons, for San Francisco, April 30, 1919

FOR HONGKONG DIRECT

TENYO MARU 22,000 tons, for Hongkong, March 20, 1919

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

REDUCED FIRST CLASS RATES by the steamers Nippon Maru and Persia Maru offering superior accommodation, first-class cuisine and service.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company, and Canadian Pacific Ocean Services Ltd.

Railway transportation between Nagasaki, Kobe, and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.

North China Insurance Co.'s Building

(Entrance, 71 Seehuen Road.)

'Phone No. 3229.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU

APR. 13, JUNE 24, SEP. 13

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATE REDUCED RATES TO MISSIONARIES

FOR HONGKONG

MAR. 31, JUNE 11, AUG. 22

(On the outward voyage the steamer will come up the river and will be berthed at the Shanghai and Hongkong Wharf Co.'s Hongkong Wharf. Entrance at No. 34 Broadway.)

G. J. PETROCELLI, FRT. AND PASS. AGENT

NO. 6 KIUKIANG ROAD.

'PHONE 4773. 4TH FLOOR

"Sooner or later" is a smoothing phrase, but the man who uses Want Ads knows that it pays to DO IT NOW

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to alteration)

EUROPEAN LINE

For London or Liverpool via ports.
(For Liverpool.)

INABA MARU	12,500
IYO MARU	12,500

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Seattle, Wash.

FUSHIMI MARU	21,000	Capt. T. Irimawa	Mar. 17
KASHIMA MARU	19,000	Capt. E. Tozawa	Mar. 31
SHANGHAI-YOKOHAMA LINE	(Via Nagasaki, Moji and Kobe.)		
OMI MARU	7,000	Capt. M. Machida	Feb. 26
TAKEKISHI MARU	4,500	Capt. Y. Yoshida	March 2
CHIKUGO MARU	5,000	Capt. M. Yui	March 5
HAKUAI MARU	5,000	Capt. K. Takano	March 9
YAMASHIRO MARU	7,000	Capt. K. Sudzuki	March 12
SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)			
CHIKUEN MARU	5,500	Capt. M. Tomita	Feb. 28
KUMANO MARU	9,500	Capt. S. Saito	March 7

FOR JAPAN

IYO MARU	12,500	Capt. S. Takano	March 7
KOBE TO SEATTLE			
ATSUTA MARU	16,000	Capt. I. Inadzu	Feb. 24
FOR HONGKONG			
KASHIMA MARU	19,000		Mar. 8
FOR MANILA AND HONGKONG			
SUWA MARU	21,000		April 22
FUSHIMI MARU	21,000		May 20

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

TANGO MARU	14,000	Mar. 20
NIKKO MARU	10,000	April 17
AKI MARU	12,500	May 22

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)
The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information, apply to T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.

Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

000 = Midnight, 1330 = 130 p.m.
July 1st, 1917, and until further notice

Mail	Mail	Lux	Miles	Peking-Mukden Line	Lux	Mail	Mail
101	101	101	0	dep. Peking arr. Tientsin-Central	102	102	102
208	208	208	84	dep. Tientsin-Central arr. Tientsin-East	190	190	190
234	234	234	84	dep. Tientsin-East arr. Mukden	1700	1700	1700
239	239	239	84	dep. Mukden arr. Tientsin-Central	1688	1688	1688
1910	1910	1910	524	dep. Tientsin-Central arr. Mukden	1648	1648	1648

Local	Mail	Lux	Miles	Tientsin-Pukow Line	Local	Mail	Mail
715	715	715	0	dep. Tientsin-East arr. Tientsin-Central	1612	1612	1612
725	725	725	271	dep. Tientsin-Central arr. Tientsin-East	1602	1602	1602
745	745	745	78	dep. Tientsin-East arr. Tientsin-Central	1592	1592	1592
1133	1133	1133	143	dep. Tientsin-Central arr. Tientsin-East	1048	1048	1048
1457	1457	1457	220	dep. Tientsin-East arr. Tientsin-Central	808	808	808
1801	1801	1801	220	dep. Tientsin-Central arr. Tientsin-East	758	758	758
7	7	7	220	dep. Tientsin-East arr. Tientsin-Central	601	601	601
1039	1039	1039	266	dep. Tientsin-Central arr. Tientsin-East	349	349	349
1300	1300	1300	318	dep. Tientsin-East arr. Tientsin-Central	339	339	339
1315	1315	1315	377	dep. Tientsin-Central arr. Tientsin-East	130	130	130
1556	1556	1556	420	dep. Tientsin-East arr. Tientsin-Central	2336	2336	2336
1811	1811	1811	420	dep. Tientsin-Central arr. Tientsin-East	2091	2091	2091
630	630	630	523	dep. Tientsin-East arr. Tientsin-Central	1948	1948	1948
1136	1136	1136	600	dep. Tientsin-Central arr. Tientsin-East	1648	1648	1648
1204	1204	1204	631	dep. Tientsin-East arr. Tientsin-Central	1530	1530	1530

Express	Express	Lux	Miles	Shanghai-Nanking Line	Express	Express	Lux	Miles
16	16	16	0	dep. Nanking-Ferry arr. Nanking	1410	1410	1410	0
2200	2200	2200	193	dep. Nanking arr. Shanghai-North	1415	1415	1415	193
700	700	700	193	dep. Shanghai-North arr. Nanking	756	756	756	193

Express	Express	Lux	Miles	Yenchow-Tientsin Branch Line	Express	Express	Lux	Miles
910	910	910	0	dep. Yenchow arr. Tientsin	1410	1410	1410	0
1300	1300	1300	120	dep. Tientsin arr. Yenchow	1415	1415	1415	120
1456	1456	1456	120	dep. Yenchow arr. Tientsin	756	756	756	120

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST" Conventional Signs.

300 = train runs on Thursday only. 230 = train runs on Fridays only.

300 = on trains marked thus passengers must hold additional place tickets.

B = train has buffet car with regular meal service

S = train has sleep. accom. 1st & 2nd class. S = train has only 1st class sleep. accom.

Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuechow or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before 5 p.m. on Friday.

Austria Skeptical Of Peace With Rumania

Little Belief It Will Be Concluded,
Though Cernin Is Leaving
For Conference

(Reuter's Agency War Service)

Amsterdam, February 19.—A telegram from Vienna states that the Rumanian Government has expressed a desire to enter into preliminary peace discussions with representatives of the Central Powers. Consequently Count Cernin, the Austrian Minister of Foreign Affairs, and others are shortly leaving for Rumania.

The telegram adds that competent quarters express the opinion that Rumania is not ripe for peace as she is still entertaining far-reaching aspirations and appears determined to continue fighting if the negotiations do not satisfy her aspirations.

News Brevities

The British Postmaster desires to acknowledge with thanks the receipt of books and magazines from Mesdames Serebrinnikoff, Davenport, W. McIntosh, Graham, S. J. Powell, Sharp, E. F. Bateman, J. H. Elorlage, P. M. Hearn, Messrs. L. Whitworth, R. Grimshaw, F. L. Marshall, W. Rankin, J. W. John, A. H. Campbell, A. G. Hill, J. M. Fraser, J. R. Milligan, E. J. Cornfoot, P. B. Goodstone, Wm. Hughes, Messrs. Maitland and Fearn, The Shanghai Hotels Ltd., W. M. (C. M. S.) and E. W. and W. H.

A verdict of death due to skull fracture following a fall to a lower deck was given yesterday by Mr. M. F. Perkins, United States Consul sitting as coroner in the inquest over the body of P. J. Corrigan, seaman on the new American ship Rosewood, who was killed last Tuesday. The Coroner added that he did not find anything in the evidence to justify criminal proceedings against Captain Meyers for assault or manslaughter. Corrigan's fall followed an altercation with the captain.

A very handy little leather covered pocket memorandum book has just been distributed by the Nishin Kisen Kaisha company to its friends. It contains entry space for diary jottings, calendars, and a handsome photograph of one of the company's ships.

Two Chinese were given 10 years' and a woman five years' imprisonment for unlawful possession of counterfeit bank notes by the Mixed Court yesterday.

A Chinese was sentenced to six months' imprisonment yesterday in the Mixed Court for snatching a cap from a Japanese at Haining and Woosung Roads.

The annual general meeting of the Association of Lancastrians in China will be held next Thursday evening at 9 o'clock in the Shanghai General Chamber of Commerce.

The editors of the Sinwanpao, a Chinese newspaper, will be summoned to appear next Saturday before Japanese Assessor Hayashide and Magistrate Xui in the Mixed Court to explain the appearance of certain articles in their paper in connection with a case of malicious prosecution against a Chinese detective that came up yesterday morning. Mr. Newman, counsel for the detective, yesterday asked that the editors be summoned.

Ladies will be interested in the announcement appearing in another column that Mrs. Arthur, of Arthur and Bond, Yokohama, will open at "V." Modes on March 1, when she will display a beautiful assortment of ladies' requirements of every description.

Raids And Air Fights On Enrie West Front

(Continued from Page 1)

dropped many tons of explosives on St. Denis Westrom and Bruges Docks. They drove down an hostile machine which attacked them.

Our naval aircraft today dropped large quantities of explosives on Aertreyck aerodrome and Engel dump with good results.

During our patrols we shot down a seaplane in flames, brought down a scout machine in our lines and drove down another. All our machines returned.

Paris, February 20.—The official communiqué issued this afternoon reports: Our fire drove back raiders in the Verdun sector.

The artillery struggle has been violent in Champagne and Vosges. The official communiqué issued last evening reported: There has been fairly great artillery activity in Champagne and on the right of the Meuse.

From the 16th to the 18th we brought down eighteen enemy machines, the railway stations at Metz-Sablon, Forbach and Benda were bombed, and also the enemy depot at Ensielshelm, where a big fire broke out.

New N.Y.K. Boats Come To Trans-Pacific Run

Big Mail Liners Being Brought
Over From European
Service

An announcement which will doubtless be hailed with delight by Pacific travellers is that telling of the transfer of four of the big, finely-fitted Nippon Yusen Kaisha steamers from the European run to the trans-Pacific service.

The ships to be changed over from the Japan-Europe route are the Suwa Maru, 21,000 tons; the Fushimi Maru, 21,000 tons; the Kashiwa Maru, 19,000 tons, and the Katori Maru, 19,000 tons. These four are of the five newest vessels in the N.Y.K. fleet and formerly were on the fortnightly mail and passenger run between Yokohama, London and Antwerp where they have proved extremely popular with the travelling public, having all of the most modern fittings and advantages for the safety, comfort and speedy transportation of their passengers.

Particulars of the new service may be obtained from the local manager, Mr. J. Ibukiyama.

British To Deport Germans In E. Africa

(Reuter's Agency War Service)

London, Feb. 20.—In the House of Commons this afternoon Mr. J. I. Macpherson announced that it was hoped that arrangements would shortly be made for the removal of all German subjects from German East Africa.

Mr. A. Bonar Law stated that it was much too soon to conclude that the Irish Convention would be without result.

Sir George Cave announced that summer time would begin on March 24 and end on August 29.

GRAIN BILL FOR FRANCE

(Reuter's Agency War Service)

Paris, February 20.—According to a bill introduced by the committee on agricultural matters, free trade in wheat will be postponed until after the war. The Government will be the sole purchaser of the whole of the wheat crops. Farmers dealing with cereals must now during five years a minimum area, the extent of which is to be fixed, under wheat or some other form of foodstuff. In return the Government shall declare wheat growing as privileged and agrees to give the farmers priority of all resources in land, labor, machinery, seeds and fertilizers.

Japan Puts Embargo On Rice And Wheat

Export Is Prohibited After
March 8, Except Under
License

Reuter's Pacific Service

Tokio, February 23.—An embargo has been placed on the export of rice, wheat and flour after March 8 unless licensed by the Minister of Agriculture and Commerce.

Strike Not To Follow Engineers' Ballot?

Further Negotiations Probable
Following Vote Against
Man-Power Proposal

(Reuter's Agency War Service)

London, February 20.—Despite the result of the Engineers' ballot, further negotiations are probable. Moreover, that result does not necessarily mean that the Engineers will strike.

General Rawlinson On Versailles Council

(Reuter's Agency War Service)

London, February 20.—The report that General Sir Henry Rawlinson succeeds General Sir Henry Wilson as British representative on the Supreme War Council at Versailles is confirmed.

Prince Of Wales Takes His Seat Among Lords

(Reuter's Agency War Service)

London, February 19.—H. R. H. the Prince of Wales took the oath and his seat as a Peer of the Realm in the House of Lords this afternoon.

The Queen was an interested spectator of the ceremony, which was the same as that followed for the introduction of other Peers except that at the conclusion of the ceremony His Royal Highness took his seat on the chair reserved for him for ceremonial occasions on the right of the Throne.

During the business of the House, the Prince, wearing the uniform of a Captain of the Grenadier Guards, entered the Chamber and took his seat on the front cross-benches next to Lord Dymally.

Obituary

Mrs. Kate Lucy Faulkner
Mrs. Kate Lucy Faulkner, wife of Mr. J. H. Faulkner of Whiteway Laidlaw & Co. of Tientsin, died Friday at the Victoria Nursing Home after an illness of nearly three months' duration. Mr. and Mrs. Faulkner were formerly located in Shanghai and much sympathy for the bereaved husband will be felt here. The funeral will take place at Bubbling Well Cemetery at 4.30 o'clock this afternoon.

Mr. John A. Reynolds' Funeral

Funeral services for Mr. John A. Reynolds, Chief Examiner of the Chinese Maritime Customs, who passed away Friday after a brief illness of pneumonia, took place at the Bubbling Well Cemetery yesterday. The Rev. Charles E. Darwent officiated.

The chief mourners were Mrs. Reynolds and Mr. Burgoyne, the brother-in-law of the deceased. The pallbearers were Messrs. Harris, Smith, Bono, Edwards, Brodick and Ferguson. In spite of the request that no flowers be sent, a large number of floral tributes were sent, including those from Messrs. Ferguson and Pearson, Mr. H. D. Hilliard, the Aprising Office, "Anne and Ted," "Ma and Kiddies," Mr. and Mrs. R. H. R. Wade, Mrs. Sophie Allen, Mrs. Swinson and others.

Mr. Reynolds was born in Falmouth, Cornwall, 55 years ago. He joined the Chinese Maritime Customs when he first came out to China and later resigned to enter the consular service of Great Britain. Still later, however, he returned to the Customs service, serving at Ichang, Hankow and Ningpo. He returned to this city only about six months ago. He is survived by a widow and four children.

Feng Wires To South He Wants To Resign

(Continued from Page 1)

ex-premier. Another report says that the plot was instigated by Chang Haun.

Tuchun Meng En-yuan of Kirin reports that a large number of armed Bolsheviks have arrived at Wutsung from Vladivostok.

Impatient at the delay of the Central Government in replying to his telegram asking for permission to lead troops against General Feng Yu-hsuan at Wusueh, Tuchun Ni Shih-chung of Anhui telegraphed that he is advancing on the rebellious brigade commander without the sanction of the administration. General Horvath, the director of the Chinese Eastern Railway, arrived at Peking yesterday morning, according to a Peking telegram last night.

Tuchun Of Shantung Rejects Peace Offer

The proposal by Mr. E. S. Little to call a peace conference between the North and the South was rejected by General Chang Hui-chi, Tuchun of Shantung in a telegram to Mr. Little yesterday. General Chang stated that as a soldier he has no alternative but to obey the Central Government, which has only recently proclaimed the resumption of hostilities against the South.

Allies Hail Bombs On Austrian Positions

(Reuter's Agency War Service)

Rome, February 20.—An official communiqué reports: British aeroplanes effectively bombed Casarsa aerodrome, destroying an airship shed.

Our machines dropped two tons of bombs on the aviation camp at Lacomina, causing a large fire.

All our machines returned.

FURTHER GAIN IN PALESTINE

London, February 20.—An official despatch from Palestine reports:

We attacked yesterday morning eastward of Jerusalem on a front of fifteen miles and secured all our objectives by the evening, advancing to an average depth of two miles.

Dr. Reinsch Leaves Peking For Manila

American Minister Goes On
Short Holiday; May Visit
Shanghai On Return

Reuter's Pacific Service

Peking, February 22.—The American Minister, Mr. Reinsch, left yesterday for Tientsin, from which point he will proceed to Manila, on an American transport, for a short holiday. On the return voyage he will visit several of the American Consulates.

The Shanghai Chemical Laboratory

No. 4 Canton Road

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, FEBRUARY 24, 1918

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Rog.
Today							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Hongkong and Canton		16.00	..	..	..	..	16.00
Hongkong, S. Ports, Australia, Straits, C'ton, India & E'pe		16.00	..	..	..	..	16.00
Tientsin	Protea	12.00	..	..	..	..	11.00
Hongkong and Canton	Mexico maru	21.00	..	..	..	..	21.00
Peking and Tientsin (Every day)	Train	21.00	..	..	..	..	17.00
Tomorrow							
Europe via Siberia (Express)	Via Pukow	..	21.00	..	..	..	17.00
Europe via Siberia	Via Pukow	21.00	..	..	..	..	20.00
Weihaiwei, Chedoo & Tientsin	Wosnes	21.00	17.00	..	17.00	..	21.00
Hongkong and Canton	Kwanglee	21.00	..	..	16.50	17.00	21.00
H'kong, S'apore, C'mbo, India and U. Kingdom via Sues .. .. .		..	8.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Foochow	Haean	21.00	17.00	..	16.50	17.00	21.00
Tientsin (Daily except Sunday) .. .. .		..	17.00	..	..	..	..
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Hankow .. .. .		..	17.00	..	..	..	..
Tuesday, Feb. 26.							
Japan ports	Omi maru	9.00	..	..	..	..	8.00
Tsingtao, Manchuria & Dalny	Sakaki maru	10.00	..	..	..	..	9.00
Dalny	do	..	..	..	..	17.00	10.00
Weihaiwei, Chedoo & Tientsin	Tungchow	15.50	13.50	..	..	..	18.00
N'asaki, Kobe, Y'hama, O'da, U.S. & E'ope via U.S.A. .. .. .		..	9.00	..	..	..	9.00
Japan & America v. Nagasaki	Omi maru	..	9.00	..	..	..	9.00
Swatow, Hongkong & Canton		21.00	..	..	16.50	17.00	21.00
Swatow and Hongkong .. .. .		..	17.00	..	..	..	..
Hongkong and Canton	Sunning	9.30	..	..	..	..	9.00
Japan, Canada, U. S. & Europe		8.00	..	..	..	..	17.00
Weihaiwei, Chedoo & Tientsin		9.00	..	..	..	..	..
Hongkong		9.30	..	..	..	..	..
Wednesday, Feb. 27.							
Europe via Siberia	Via Pukow	21.00	..	..	..	..	16.50
Europe via Siberia (P. Train)	Via Pukow	21.00	21.00	..	..	..	17.00
Amoy, Hongkong and Canton	Shantung	21.00	..	..	16.50	17.00	21.00
Amoy and Hongkong .. .. .		..	17.00	..	..	..	..
Japan Ports	Chikugo maru	18.00	..	..	..	..	17.00
Friday, Mar. 1.							
Japan & America via Nagasaki	Takeshima m.	..	..	..	..	16.00	16.00
Japan .. .. .		..	17.00	..	..	..	..
Nagasaki and Vladivostok .. .. .		..	14.00	..	..	..	..
Saturday, Mar. 2.							
Swatow and Hongkong .. .. .		..	17.00	..	..	..	..

Business and Official Notices

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

Whangpoo Conservancy Board

Notification No. 75.
Re Registration and Sale of Foreshore Land (Shengko) on the Whangpoo River.

NOTICE is hereby given that, in accordance with Notification No. 62 of 20th April, 1916, the registration and sale of foreshore land on the Whangpoo subsequent to November, 1911, is governed by the regulations of Supplementary Article No. 12 of the Conservancy Agreement.

The Public are warned that no shengko-plan or receipt for payment of shengko is valid unless issued by the Board.

For the information of the Public the Rules of procedure are here rendered:—

(1) Application for shengko shall be made by the owner, for Chinese lots through the Joint Measurement Office, for foreign owners through the Consulate concerned to the Joint Measurement Office, which will arrange with the Board for a joint measurement.

(2) A joint measurement having been carried out, a plan will be made by the Board and forwarded to the owner for acceptance.

(3) The owner having accepted the plan, the Board will assess the shengko price according to the principles laid down in the Supplementary Article No. 12, and notify the owner thereof (in case of foreign owners through the Consulate concerned).

(4) If the owner should not be satisfied with the Board's assessment, an appeal is possible as provided for in Article VIII of the Conservancy Agreement of 1905.

(5) The shengko price assessed having been paid to the Board, a receipt will be issued by the Board, on presentation of which at the Joint Measurement Office (in case of foreign owner through his consulate), the latter will arrange for the issue of the shengko deed forthwith.

Whangpoo Conservancy Board

Shanghai, February 21st, 1918.
16904

FOR SALE. OIL HEATERS. Just arrived. Shipment of the well known "PERFECTION SMOKELESS OIL HEATERS," write, phone or call—STANDARD OIL COMPANY OF NEW YORK, Specialty Section, 26 Szechuen Road. Tel. Central 257, Ext. 23.
16828

FRESH BUTTER

"Daisy" Brand

"Meadow" Brand

FRESH & PURE

May be obtained from all Storekeepers.

Imported by

GEDDES & CO., LTD.

Tel. 346.

Agents

Business and Official Notices are Continued on Page 17

PALACE HOTEL

GRAND CONCERT

on March 1st, at 9.15 p.m. given by
The Famous Mezzo Soprano
MADAMOISELLE SYLA LANZA,
from the Italian-American Co.

Kindly assisted by
MME. DE REVERS (Soprano)
Mr. OCTAVE HODEIGE (Pianist)
and
The Astor House Orchestra.

Tickets for sale at Palace Hotel and Astor House.
Admission \$3.00.
16917

Shanghai-Nanking Railway.

Woosung Branch Train Service.

On and from 1st March, 1918, the present 11.10 a.m. train from Woosung Forts to Shanghai North will be retimed as follows:—

Woosung Forts Dep.	40.50 a.m.
Woosung Tseng "	10.55 a.m.
Wantsapang "	10.59 a.m.
Changwarpang "	11.05 a.m.
Kiangwan "	11.17 a.m.
Shanghai North Arr.	11.25 a.m.

By Order,
THE TRAFFIC MANAGER.
16921

NOTICE

We beg to inform the public that from the 1st February we have established ourselves as Auctioneers, House, Estate and General Brokers at 4 French Bund.

R. Fano, L. Basset, J. Chesmar.
16924

Ferry-Boat

Wanted Twin-Screw Boat with full specification.

C. A. MARTINHO MARQUES & Co.,
1A Jinkee Road.
Tel. No. Central 380.

NOTIFICATION

Offers are hereby invited for the supply of the undermentioned items, which are required in connexion with operations for the removal of the wreck of the S.S. Shaohsing.

- A sailing vessel of about 200 tons register tonnage. Purchase or charter. If chartered, permission required to fit auxiliary propelling machinery.
 - Two Marine Motors of about 60 H.P. each.
 - A steam winch to lift about 2½ tons on a single wire.
 - A donkey boiler and feed pump to suit the winch.
- The motors, steam winch and boiler may be second hand. It is desired to negotiate for the supply of these items at as early a date as possible.

W. Ferd. Tyler,
Coast Inspector.

Coast Inspector's Office,
Shanghai, 22nd February, 1918.

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NOTICE

The National Commercial Bank, Limited (formerly known as The Chekiang Shing Nih Chartered Bank, Limited), will carry on business at its new office, 14 Peking Road (corner of Peking and Kiangse Roads), on and from the 15th February, 1918.
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HOUSES WANTED

WANTED to rent, unfurnished house in Western district or French concession, the latter preferred. Five rooms with modern conveniences, garden. Apply to Box 332, THE CHINA PRESS.
16932 F.27.

HOUSE at Kuling wanted for the summer. Address Raven Trust Co., Ltd., Shanghai.
16733

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o i Museum Road, or P.D., 159 Haining Road, opposite West End Lane.

Amusement Advertising
will be found on
Page 17

OFFICES, ETC., TO LET

OFFICES TO LET. New building, No. 38 Nanking Road, second floor. Large, small or in suites; prices from Tls. 30 to Tls. 50, consider offers. Apply on premises, representative, top floor.
16770

TO LET: From 1st March, one large godown, very bright and well aerated, situated on Szechuen Road near Canton Road. Apply to Box 316, THE CHINA PRESS.
16897 F.24.

MISCELLANEOUS

ALL PERSONS interested in the organization of a Positivist religious society in Shanghai are requested to correspond with "Positivist," care of THE CHINA PRESS.
16922 F.24.

EDUCATIONAL

FRENCH AND GERMAN lessons given by lady-teacher. No. 11 North Szechuen Road.
16888

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WINDSOR HOUSE

14-15 Quinsan Gardens
Comfortable rooms front and back, (with bathrooms and verandah), to let. Nice flat to let, suitable for family or two bachelors. Good table.
Telephone North 482

No. 8 & 11 Quinsan Gardens

Tel. 1946.
TO LET in No. 11 facing Park a large bedroom and sitting room combined with closed verandah and bathroom attached. Suitable for small family or bachelors, also a cosy attic. Every comfort guaranteed.

TO LET, in respectable Russian family, two rooms with or without board. Comfortable home, moderate terms. Apply to Box 297, THE CHINA PRESS.
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TO LET: Western district, two comfortable small rooms, 3 minutes from tram; also telephone and tennis court. Apply to Box 320, THE CHINA PRESS.
16909 F.24.

TO LET: Central, furnished rooms, board optional. Apply 3, Minghong Road. Tel. North 2650.
16888

TO LET, a large well-furnished room, with verandah and bathroom, suitable for married couple or two bachelors. Good table. Apply 1 Young Allen Terrace, opposite Quinsan Gardens.
16831 F.28.

HOUSES TO LET

TO LET, furnished, French-town, from 1st May for 5 months, small house with garden, 3 sitting rooms, 2 bedrooms, 2 bathrooms and attic, telephone. Apply to Box 326, THE CHINA PRESS.
16918 F.27.

TO LET from March, 1918, six-roomed house, furnished with garage attached, in French concession, one block from French Park. Apply to Box 329, THE CHINA PRESS.
16926 F.27.

TO LET: 56 Avenue Dubail. Best part French district. Choice 6-room residence. Trams pass door. Rent Tls. 75. Apply premises or Hammond, 38, Nanking Road.
16902

TO LET: 36 Sinza Road, elegant, seven-roomed, detached residence, in best part of Western district. Large grounds; garage and stabling; tennis. Rent Tls. 125. Apply premises or to J. T. Hammond, 38 Nanking Road.
16821

TO LET: Desirable house in French-town, with four rooms and attics, to be sub-leased. Tels 45. Furniture for sale also. Telephone Central 2283.
16906 F.24.

FOR RENT, at East Cliff, Peitaiho, a large bungalow with seven rooms and a large 14-foot-wide verandah, situated near the beach. The house is screened throughout and completely furnished. For particulars address Dr. G. D. Lowry, Peking.
16571

SITUATION VACANT

AFTERNOON work for stenographer: Foreign firm require capable stenographer for their Shanghai office, temporarily; may be permanent if satisfactory. Apply, stating previous experience and salary required, to Box 328, THE CHINA PRESS.
16920 F.24.

WANTED, experienced lady stenographer by import and export firm. In reply, state references, experience and salary desired. Apply to Box 311, THE CHINA PRESS.
16887 F.24.

WANTED for outport, a competent stenographer, male. An experienced accountant. Apply to Box 308, THE CHINA PRESS.
16882 F.26.

SITUATIONS WANTED

AMERICAN, with bookkeeping and other office experience, wants permanent position in office or store. Local and American references. Apply to Box 322, THE CHINA PRESS.
16913 F.26.

POSITION WANTED by well-educated Chinese as interpreter, translator or general office clerk. Outport no objection. Moderate salary. Apply to Box 347, THE CHINA PRESS.
16919 M.1.

WANTED by an experienced Chinese accountant or office assistant, work after office hours. Apply to Box 330, THE CHINA PRESS.
16927 F.26.

EXPERIENCED and steady worker desires work from 8 p.m. to 12 p.m. or later. A.I. references on request. For further particulars, please apply to Box 324, THE CHINA PRESS.
16915 F.27.

POSITION WANTED by an American college undergraduate. Qualification, experience, etc., stated on appointment. Apply to Box No. 333, THE CHINA PRESS.
16933 F.27.

YOUNG MAN (British), 22 years, single, with 4 years commercial experience, desires a post in import and export firm. Good salary necessary, good prospect essential. Apply to Box 315, THE CHINA PRESS.
16896 F.24.

WANTED by an experienced young American (at present employed), position as clerical assistant or shipping clerk in any American, British or Ally firm. Apply to Box 314, THE CHINA PRESS.
16894 F.22.

YOUNG LADY (British), experienced in office routine, has good knowledge of bookkeeping, correspondence and Chinese. Apply to Box 313, THE CHINA PRESS.
16893 F.24.

YOUNG LADY, American, would like to secure typewriting to do at home, evenings. Apply to Box 312, THE CHINA PRESS.
16891 F.27.

MEDICAL

MADAME MIZKIEWITZ: Accoucheuse of the Vienna Midwifery and Gynecological Medical School, may be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.
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Exchange and Mart

WANTED, a motor-boat with cabin and two bunks, suitable for up-country trips. Must be in perfect running order. State full particulars, including price, to Box 325, THE CHINA PRESS.
16916 F.24.

FOR SALE, an upright piano in excellent condition. Price Tls. 100 cash. Reason for sale: owner has bought a grand piano. Apply to Box 323, THE CHINA PRESS.
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AUTO-PIANO for sale, "Ibach Capella," with 80 rolls of music and large music stool. All nearly new. Tls. 375. No lower offer considered. Apply to Box 331, THE CHINA PRESS.
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EARLY-HATCHED chicks mean prolific winter egg-layers. Best strain, single comb, white leghorns and barred Plymouth rocks, per sitting of 15 eggs, \$2.50 post-paid. Address: Hilly Neek Farm, Tinghai, Chekiang.
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FOR SALE: Victoria, pony and harness. Good young pony for riding or driving. Will sell separately if desired. First reasonable offer accepted. Apply to Box 319, THE CHINA PRESS.
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LIMOUSINE (Ford), good body, in good running order. Will sell cheap. Appointment for inspection. Apply to Y. S. Fong, 6 Museum Road.
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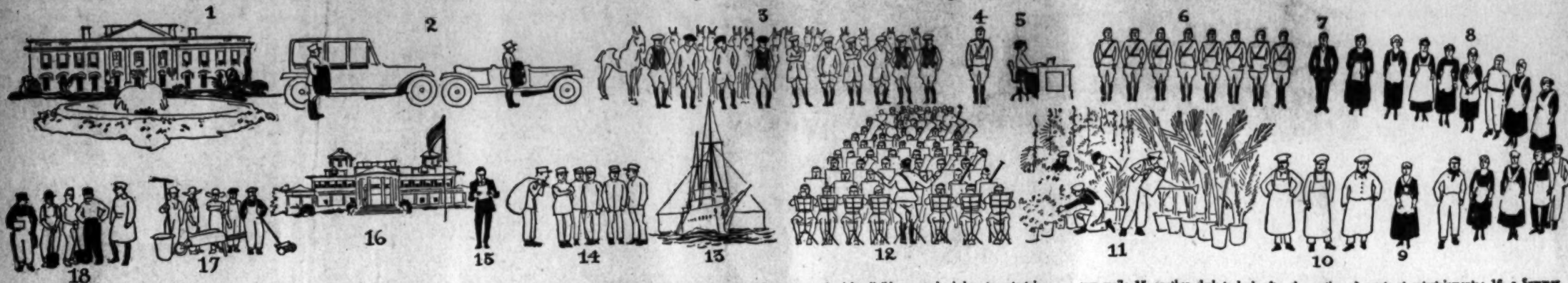
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Magazine and Automobile Section of The China Press, Sunday, February 24, 1918

\$12,000 a Year "Pin Money" to Every White House Mistress



What is provided for President's wives—but without any income to keep up the appearances the luxuries make necessary. 1, is the White House, rent, fuel and light free; 2, a pair of high-priced cars and two chauffeurs; 3, fourteen horses and 12 grooms; 4, a major-domo, who is an army officer; 5, a social secretary; 6, eight eligible young bachelors to entertain guests; 7, a butler; 8, twelve house servants and an engineer; 9, a housekeeper; 10, a chef and two assistants; 11, elaborate conservatories and gardeners; 12, the famous Marine Band of 47 pieces; 13, the yacht Mayflower and its crew; 14, six post office clerks to look after her

own mail; 15, another clerk to look after the seating of guests at entertainments; 16, a Summer residence—provided by others but looked after by the Government; 17, gardeners for Summer residence; 18, electricians and mechanics to look after the White House.

own mail; 15, another clerk to look after the seating of guests at entertainments; 16, a Summer residence—provided by others but looked after by the Government; 17, gardeners for Summer residence; 18, electricians and mechanics to look after the White House.

How Kind-Hearted Millionaire Freeman Has Established a Fund to Forever Provide Every President's Wife with Becoming Clothes and Pocket Money



Queen Mary of England in Some of the Robes and Jewels Which Her Country Pays for in Order That Britain's "First Lady of the Land" May Keep Up the Dignity of Her Position.

TWENTY years ago Lawyer Henry G. Freeman, of Philadelphia, even then a millionaire, walked into a Central Y. M. C. A. building where a fair was being held for the organization. He stopped in front of a booth where was conspicuously displayed a doily which had been "donated" by Mrs. McKinley, the invalid wife of President McKinley.

Mr. Freeman mused over this and asked the attendant how Mrs. McKinley had come to give it.

"Why," said the attendant, "we asked Mrs. McKinley to help along this fair and she sent us this to sell."

Mr. Freeman waited a while longer. No one bought Mrs. McKinley's doily. At last there was an auction. Mr. Freeman attended the auction.

"This beautiful doily was made by Mrs. McKinley, wife of our President," announced the auctioneer. "What am I bid for it?"

"Five cents," said some one in the audience.

Mr. Freeman shivered. Slowly the bidding crept up to a quarter, and at twenty-five cents the work which the mistress of the White House had spent perhaps hours on was sold to some one or other. Mr. Freeman did not bid it in because an idea was germinating in his mind.

It took twenty years for the idea to bear fruit. Mr. Freeman died the other day in Philadelphia, worth about three million dollars. By his will he set aside \$300,000 for "the sole use of the lady who serves as 'the first lady of the land,' whether she be the wife of the President, his daughter, sister, or other attaché of his official household, so long as she shall be acknowledged hostess or 'housewife' of the White House—as long as this Republic shall endure."

This \$300,000 is to be so invested by salaried trustees that it will yield not less than \$12,360 a year, and "the first lady of the land" is to receive \$1,000 of it each month during her occupancy of the White House. This money cannot be attached, entailed or in any way be interfered with by any process of law. The \$360 left over is to pay taxes.

The first lady of the land will not have to render any accounting for it to any one. She can spend it or she can save it.

It is well known that the salary of the President is not enough for the expenses he is put to in keeping up his position. It has only been within the last few years that Congress, taking cognizance of this long-dis-

cussed point, raised the President's salary by giving him \$25,000 more for "traveling expenses." We have never had a rich man as President—indeed, the feeling of the Republic is against this. And it is a fact that almost every President has gone out of the White House poorer than he went into it.

With these demands upon comparatively poor men, it follows that the President's wife, or whoever it is that occupies the position of mistress of the White House, cannot have, without an independent fortune of her own, the means to keep up adequately what is called "appearances." The present Mrs. Wilson is the first President's wife in history to have an income of her own large enough to enable her to live up to the position the Government has forced upon her.

It cannot be pleasant for the nation's first hostess to sit at a dinner in the White House with all her guests shining in jewels and clothing in the newest and most expensive fashions while she presides at the head of the table in last year's gown or some inexpensive makeshift.

All this wise Mr. Freeman apparently considered. He realized that the Government of the United States had put its foremost hostess in the reverse of the position of "all dressed up and no place to go." She had everywhere to go and all ways to go, but not the dress. For instance, it is true that when she wanted to ride she could have the use of two magnificent high-powered automobiles that cost the Government \$12,000 apiece—touring car and limousine. True, too, that two expert chauffeurs were at her hand, that each is paid \$100 a month by the



Mrs. Woodrow Wilson, Wife of Our Present President and the First Mistress of the White House to Have an Income of Her Own Large Enough to Dress Her Part and Fulfill All the Obligations Placed Upon Her Without Envy or Humiliation.

Government.

Her dwelling is a palace, provided rent-free. Housekeeping need not bother her at all; a capable woman, paid \$1,000 a year by the Government, takes all of that off her hands. The "servant problem" never gives her the slightest annoyance. Her butler, known as the "steward," does all the "hiring and firing;" and his wages, \$2,000 per annum, are drawn from the Treasury.

There are a dozen other house-servants, of whom four are men. In the kitchen de-

partment are a cook and two assistant cooks. The "first lady," of course, has her own maid; the other women do duty as "upstairs girls" or in the laundry. The President pays the head cook and his wife's maid; all the others are carried on the Government payroll.

A personal secretary—paid by Uncle Sam \$1,400 a year—attends to her correspondence and minor errands.

Over the housekeeper, butler and the dozen servants, the President's wife is not obliged to exercise a general supervision. The President's personal aide, a young army officer, is ex-officio major-domo, and looks out for everything. Incidentally he acts as a sort of factotum to the mistress of the establishment.

Then there is the Summer home with its grounds to be kept up, with its special staff of servants; an official physician to be paid—all a drain on the President's salary.

Flowers cost money these days, but the White House housewife can have them in unlimited quantities without paying a cent. Mrs. Wilson is fond of music. Any day she wants it she can send for the Marine Band to come to the White House and play for her.

The Late Mrs. McKinley, Whose Needlework Given to a Y. M. C. A. in Response to an Appeal for Aid, Started Millionaire Freeman on His Plan to Put Every Mistress of the White House Above the Humiliations Due to Lack of Independent Income.

At White House dinners or other entertainments there are commonly young women for whom agreeable young men must be provided, in order that they may have a good time. To ordinary hostesses this is a matter of everlasting difficulty; but not so with the "first lady." Regularly attached to the President's staff are seven or eight young and good looking bachelor officers, known as "social aides," contributed from the army, the navy and the marine corps.

These young men are always at her beck and call for whatever services she chooses to demand of them. A request from her (to whom the President's authority is delegated) is practically a military command. She wants them to dance. They dance. She needs them as beaux for girls staying at the White House. They "do the attentive."

A friend of Mr. Freeman, an eminent attorney in Philadelphia, thus recounts one of Mr. Freeman's conversations with him regarding the matter at least ten years ago.

Mr. Freeman said: "The Government ought to pay the lady who leads the social official life of this nation. She ought to have at least \$1,000 a month for her very own, as women say it. It was a crime to ask a comparatively poor man like McKinley to meet so many obligations of his office out of his mean little salary, and then foist upon him, in addition, the necessary expense incident to making his wife presentable at official functions."

"Congress ought to fix a salary for the first lady of the land and pay it to her every month. She earns it. Her whole life is absorbed in a routine of duties which the first Mrs. Harrison was frank enough to say bored her to death. President Harrison was well off, but Mrs. Harrison was not enthusiastic over paying out \$1,000 a month, or even more, for affairs that were of no real personal interest to her."

"She ought to get a direct revenue from Congress, but, upon Congress failing, I shall provide at least \$1,000 a month for her own use, and none may ask her what she did with it or what she proposes to do with it."

This Mr. Freeman is said to have stated as the reason for his unique bequest.

No act of congress or anything else is necessary to make his bequest legal. No law stands in the way. It is for future mistresses of the White House to decide whether they will accept the \$12,000 a year or not.

Mr. Freeman's son and daughter, who have been made the executors of the fund, sympathize with their father in his ideal,

"furry" Dresses

By Lady Duff-Gordon

How the Little Animals Decorate Our Finest Beauties

Narrow Bands of Sable Contribute Much to the Beauty of This Chiffon "Lucile" Coat

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon
("LUCILE")

FUR, fur, everywhere! Never has a season been quite so furry. It is fur-adorned, fur-draped, fur-banded, fur-encumbered. Because of furs it is an extravagant and an economical season. Extravagant for those who have to buy new furs, economical for those who can utilize the furs they possess.

I heard a young woman, one of the habitually heavy-hearted, say at a matinee, "It is to groan. So many furs to buy and so little money to spend." To which another young woman, one habitually light-hearted, made answer, "It is to laugh. Go to your closets, you sluggard, and look up last year's furs and those of the year before, and even those of five or ten years before. It isn't of necessity a season of new furs. It may be one of scraps of furs. I haven't bought an inch of fur this season."

Yet she was smart from her crown to her toe tip. As she left the theatre beside her heavy-hearted friend I saw that she wore a smart, long coat of beet velour, effectively trimmed with mink. The skirt of the coat was untrimmed in front and at the back, because the young woman whom I admired is not tall and she knows that horizontal trimming will detract from her height. But she conformed to the mode to the extent that the side pieces of the coat were heavily banded with the rich, brown fur. Deep cuffs of the fur finished the sleeves. Around the neck she wore a collar of the fur, with tails hanging from the back and front. Her small round muff was of the fur. She wore a smart little cap of the mink, which was topped by a wing that was as near to beet color as feathers can be.

My eye noted. A stole, worn at the edges and shabby as to lining, had been shorn of its evidences of hard wear. They had been trimmed off with deft scissors. What remained had been skilfully utilized as trimming on one of the smartest coats of the Winter. In the foyer of the theatre, while waiting for her car, I heard her tell her friend of the blue walking suit that she had adorned with wide collar and cuffs and belt "from what was left from my sealskin shawl wrap, you know." She added, "And I had the cunningest little muff made from what was left over."

So, you understand, fur trimming is not impossible, though the breakers of war stringency and war economy are sweeping upon your shores.

An encouraging feature of the general demand for fur made by the mode is that a little of it may be made exceedingly effective. A collar with cuffs of the fur will transform a plain suit into a strikingly handsome one.

A belt made of bits of fur will add fifty per cent of richness to a costume, proof of which you will find on this page. The evening gown displayed here has little fur, only a narrow band to mark the décolletage, yet the gown is doubly handsome because of its presence. The afternoon robes shown on the second figure would be too demure without the broad chinchilla collar that gives it desirable distinction. The same is true of the Russian coat adorned with rows of fur about the cape collar and the sleeves. Fur can be pleasingly combined with any material that is appropriate for use for nine months of the year. It adorns satin, blends happily with crepe de chine, is a twin sister of velvet and forms a successful merger with other furs.

Blends Happily with Chiffon, as in the Case of This Afternoon Gown
(By Lady Duff-Gordon)

A small Quantity of Fur Can Be Arranged as on This Gown, to Which It Adds Richness
(By Lady Duff-Gordon)

Yaphank Bennie All Out Of Luck And Sailor Rubs It In

By Fraser Hunt

Camp Upton, Monday.—Friend Barney: Well Barney I guess when a fello gets all out of luck in the army he is all out of luck for the rest of his lifetime and I want to say rite now that I certainly am all out of luck.

In the first place when I volunteered for this here draft army I was out of luck and it has been persuing me constantly ever since. And when I looked around when I was having that dule with that fresh Corporal Friday and he hit me when I was not lookin I might as that I certainly was out of luck some more. But that place under my eye looks almost natural now—but I should get het up because they all call me Jack Johnson now and you know what kind of a fighter he were.

Well this past few days we have been resumun our out door drilling on act. the wether being better but I might say that the habit these here officers got into of lecturing every thirty of forty minutes has stuck and that every time an officer sees four or five poor unresisting privates together he cant think of nothin but what a fine chance it were to lecture and he does it.

There aint much news around here now except the rumors that is floting about. Honest Barney if I was to tell you about all the places where I herd we was going you would think I was nothing but solid ivory above the neck up.

One day we are going to Cubey and the next to Panama and then to France and then next to that miner league camp in S. Carolina called Camp Spartansberg or Werdworth or something like that. But as far as I can see with the naked eye we are mostly setting tight right here and getting used to everything that is being done to us.

Well so long. BENNIE.

Has A Fine Bunkey

Tuesday night. Dear Mama: I was awful sorry that I did not get in to see you last Saturday but the trains was running crazy and I did not want to take no chances of havin to walk part way home. We get about all the walkin a fello care much about doing out here so railroad ties dont have special attraction for me.

Well Mama you would be surprised if you was to hear of all the fine things that we get to go for nothing. We get all the paper we want for nothing and this with the red triangle that I am writing on was give to us by the Ymca and we get all we want of it for nothing. This Ymca is about the finest organization that I have ever saw and it certainly is doing wonderfull work among the brave soldier boys.

I have got a fine pal here and his name is Larry and some day when I come home I am going to bring him home with me. I and him is what you call bunkeys and our cot is side by side and we are in the same squad and are like brothers. Everybody in the army has a bunkey but I guess I and he have both got about the finest bunkeys that there could be.

Well Mama I will see you next Saturday sure and then I will tell you all the news. Your own soldier boy. BENNIE.

Gertie Gets A Typ

Tuesday night, Jan. 15. Dear Gertie: I got your letter a little while ago and I am sorry that your Saturday and Sunday was spoiled by my not coming to old N. Y., but Gertie you should not ought to feel bad about that because the womin of America has got to contribute something and they has got to get use to big disappoinment the same as us brave soldier boys has got to. I know what it means not to have I around to talk to over Sunday but you must be brave and bare up.

My, you would be surprised about how many of the soldier boys here are gettin married all the time. There was two of our boys in my company who went and got married last week and I guess there is a couple more who is going to this coming Saturday.

Some girls I guess just go crazy over brave soldier boys who are willing to give their lives for their country and simply cant resist them. And I will tell you if there is anything more that a soldier boy can do but to offer his life for his country and then offer to marry and support a woman besides I would like to know what braver he could be. But there are some girls who dont appreciate what us soldier boys are doing for them.

Why there are boys right here in my company who have not got sweaters or helmets or rishlets or nothing knit like that and some of

them has even got girls in N. Y. now what do you think of that. You could hardly believe it could you. But as far as I am concerned I dont care one particular whether I got a sweater or helmet or not. I would just as soon freeze to death here as to get shot up in the trenches of France. As ever.

JAZZ TUNE BENNIE.

That Sweater Explained

Wednesday night.

Barney: Well what do you suppose Barney. Well I have just received a letter from that girl who is Larry's sister who come down here to that dance some weeks ago and then sent me that sweater that was just about big enough for the four-year-old kid of that girl of yours—the widow's kid I mene.

Well you could have just about knocked me over with a feather when I open this purpl letter and it begun Dear Soldier Boy: I hope you will forgiv me for sending the wrong sweater to you because I was knitting that one for my little nephew and by mistake I sent it to you, but the other one was lost in the mails.

Then she said that she wanted to here from me again right soon and that she herd Larry talk about me all the time and always tellin what a peach of a bare cat I was and that I was just the kind of soldier that she wanted to write to. Then she said a lot more things that I am to modest to tell even you Barney but they certainly was fine.

Well I had made up my mind that I was through with the weaker sex for life but I guess I will not brake this little girl's heart and I am going to drop her a little line so that she can write to me and have somebody to send a sweater to if she wants to. Oh yes and I forgo to tell you that her and Larry's brother Art is in the navy on the ship Salem and that he is a Blue Jackit and that he may run down here Friday night and stay til Saturday night. She told me about him coming and asked as a particular favor to her that I be real nice to him.

Well from what experience I have had with them Marines I dont know as I am going to be very crazy about Blue Jackit either but for her sake I will try and overlook as much as I can. So long. BENNIE.

Bennie Forgives And Forgets

Thursday Night.

Dear Little Queen—Your letter was recev. and of course your soldier boy was glad to get it and to write back. And I am going to be tickled to death to have your bro. Art come down and you can bet that I and Larry will show him the time of his life down here. Of course you know that soldiers don't care much as rule for navy men and especially Blue Jackits but he being your brother we will forget all such things and show him a good time.

And it is lucky that he is coming just at this time because our regiment has just decided to give a big extra show in the Ymca auditorium on Saturday afternoon so as to raise a little money for our regimental fund and I guess I will be in the show and that I can get Art in for nothing. Saturday afternoon is a special extra time for a show and we are going to have a bare cat of a show and I am writing a new regimental song that I expect to play for the first time.

I only wish that it was you who was coming down because if you was in the audience I certainly would get enough inspiration to put anything across. But I will try to remember that Art is your brother and will treat him right.

I have forgot all about that kid sweater business and I would not think of holding anything like that against you and I am one of the kind of soldiers who think it his duty to accept anything that people want to knit for the soldiers. It is the spirit of the knitting and I know that if you would knit another sweater for me that it would be in the right kind of spirit so you can rest assured that I would ware it.

I will write you right away when I get your answer. Yours, SOLDER BOY.

Blue Jacket Jars Him

Friday Night.

Barney: Well I guess when you have saw as much of the other branches of service as I have you will pick the army in preference to the navy or the Marine Corps or any of them other fancy branches Barney. I guess I told you about the Little Queen's brother Art coming down here visiting I and his brother Larry who is my bunkey. Well this here Art come this afternoon and he is a Blue Jackit and I

guess if I was naming him I would call him a Blue Jack and leave of the last two letters.

Barney I thought when I saw that Marine that he was about the limit but that was before I saw this Blue Jackit. In the first place his clothes look like he was playin in a comedy. His pants is wide at the bottom and laaed like a pair of shoes around the hips and he is all exposed at the throat like a Broadway girl. And then he has got a dinky hat that dont do any good for any purpose and he has got a stuck up walk and he thinks he is about the biggest piece of work that ever drawed down any of old U. Sams down.

And if you could here him talk for about eight minutes you would be as disgustid as I was. He dont talk of nothing but the navy and to here him you would think it was the navy and not the army that was the real goods in this war.

Here forinsance one thing he said, Holy Smoke you got a lot of forrin birds down here aint you. You should ought to see the fine piece of men we got in the navy, he said. It has got this bunch beat four ways from the jack, he said.

But I come right back at him and said, Well it aint looks that wins this war its fightin and we are the boys who are going to do that. We will do the fightin and you can in the navy do all the dressin up in your trick clothes, I said.

So I guess this bird even if he is her brother aint going to hang anything very much on me not while I have got all my senses. But I will knock him dead tomorrow afternoon when I take him to our regimental show over in the Ymca auditorium. I am going to be one of the star performers over there as usual and when he sees how I can away that crowd he will have to take of that trick hat of his to me and to the army to for that matter.

Well so long. BENNIE.

Second Place For Gertie

Friday night. Gertie: I am expecting to be in town maybe, but I am not so sure that I can be with you Saturday night, because my Mama has made me promise that I will at least spend one evening with her. But I will promise you Sunday night and even if most of the shows is close down I guess we can have a little fun.

I will call you up Saturday night and fix things up with you. Yours, BENNIE.

A Date With A Queen

Friday night.

Dear Little Queen: I an Larry met Art and we have took him down here to the barracks and are showing him a grand time. I think he is a bare cat and of course he could not be nothin else sense he is your brother, eh what.

Tomorrow he is going to the big show in the Ymca with us and then he will see what I can do in the line of knocking people dead with my music.

And I certainly want to meet you Saturday night and we will go to some big show in the Strad or one of them other big shows and we will give the people on old Broadway a treat. I guess I and you will just about make some nifty little pare.

Well, I must hurry down and help entertane Art. Good by until tomorrow night. Your SOLDER BOY.

And Then Trouble Came!

Saturday night. Barney: Well I am thoroughly disgustid with the army and with everything about this fighting business. They is nothing fare about it and if it was not for my reputation I would quit right now and leave the army flat.

What do you suppose happened at our show this afternoon and what do you suppose that Blue Jack pulled. Well I will tell you.

You know I was supposed confidently to give an original peace on the piano and I was already to do it and I had of course told the Blue Jack about it. Well the idea was to save me until the last so that I could be the big final knock out.

Well the big boob Lutenant who was running the show he forgot to call me until the men was starting to go out and then when I come up to the piano of course I could not hold them. Of course they was not really going out but you understand

how it is when boys is all ready to leave it is hard to hold them and when I started playing and singing they began stamping their feet and pretty soon two or three was kiddin me just for fun and then some of them took it up and then a couple of them started out and of course I didn't have no fare show.

Well what made me sore was when I looked around this here Blue Jack that I had took so much panes being nice to well he was laffing and stamping his feet and trying to ball me out to.

So I quit cold and left the piano and went down to him and bailed him out good and proper. If you wasn't a coward, I said, you would join the army and do some real fightin insted of struttin about in them trick clothes, I said.

I'm through with trying to be a good guy and help along these shows. I'm done and I'm done entertain these brothers in the navy.

And whats more I didn't get no pass this week because there is a cole shortage and they have not got enough warm cars.

Marry the widder and her four year old son but don't have nothing to do with U. Sam. You will be all out of luck, Barney. BENNIE.

CHINESE FORM MILLION PESOS CO. IN MANILA

Manila, Feb. 2.—A number of influential and wealthy Chinese have formed what is henceforth to be known as the International Trading Company, Inc.

The total capital of the concern is to be a million pesos and the organizers of the company are:—Jose Velasco, Rafael, M. Gotauco, Go Beng-co, Uy Tengpao, Ang Santo.

Mr. Velasco has been elected President of the concern and the Vice-President is Mr. Gotauco.

The first amount of stock to be subscribed was for the sum of P.125,000, but since then an additional P.500,000, has been subscribed and it is only a matter of a few days before the full amount of a million pesos will have been produced.

The offices of the company will be at 215-217 Calle San Vicente. The concern will engage in the export and import trade, and also in the transportation business.

This enterprise is but one of many in which the young Chinese millionaire, Jose Velasco, is interested. He has demonstrated for the past year a willingness to branch out into various new ventures, all looking to the development of the resources of the country and improvement of its business.



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Automobiles

SHANGHAI, SUNDAY, FEBRUARY 24, 1918

American Automobiles Go All Over The World

Europe And The Orient Look To United States For
Their Passenger And Commercial Cars

Never before since the automobile was recognized as an important factor in the progress of civilization, has its utility been so clearly recognized as it is the case today. The war has brought out factors of utility in the motor vehicle hitherto undreamed of and motor trucks are being mobilized for transportation uses to an extent never rendered necessary before. While the passenger car has revolutionized within less than twenty years methods of country travel for pleasure and recreation, the commercial motor vehicle is now on the eve of accomplishing equally as radical a revolution in the industrial and business development of the world's commerce.

U. S. Only Source

The United States is today the only country to which the rest of the world can look for its necessary supply of automobiles in any appreciable quantity. Over fifty thousand American motor trucks have been sent across the water to the allied countries for war service, and another fifty thousand will probably be shipped this year for the use of the American and allied armies. The exports during the past year have been large, but owing to the urgent needs of the countries with which America is allied in the contest for the safety of democracy, manufacturers have been unable to meet the incessant demands from other lands for motor vehicles destined for use in the more peaceful lines of commerce.

The exports of motor cars for the twelve months ended December 31, 1917, are estimated at 75,547, having a value of \$86,229,406. This does not include the large number of army transport trucks shipped abroad by the United States Government.

America is still shipping some cars abroad for business other than war. But the percentage is small. It has depended greatly upon the ingenuity of the export manager, who has taken every possible means to secure bottoms and export licenses, and who in only a small percentage of cases is successful. It has been natural that the foreign motor car merchants have turned to America for their motor car wants, with the European factories doing very little manufacturing. Government restrictions on the part of some countries, war and other taxations, and absolute want of fuel have also cut down the exportation of American-made motor cars.

American Cars Win In Spain

The American automobile, however, has made great inroads into the foreign market. Spain, a mountainous country, like the foreign cars with the high price sounding names, but the American-made cars have won favor because of their good showing in Spanish road contests. It was an American car that won a gold medal in the recent Catalonia contest, and other American cars took the prizes in that mountainous run. Spain today is utilizing the motor car as a necessity rather than for pleasure.

In the first two years of the war shipments to the Scandinavian countries and Russia by American manufacturers were numerous. The new wealth created during the war in neutral Scandinavian countries naturally turned to passenger cars, but toward the middle of the year there was a complete change, inasmuch as it was impossible to obtain Government export licenses pending negotiations of our Government with neutral countries. But a glance at the map in this section of Europe shows the necessity of the motor car. Railroads are few, improved roads in the minority, and distances great. The motor car must be a utility in the development of the Scandinavian country, where before the war it might be classed as a luxury. There are plans to build new highways in Norway and Sweden.

Representatives from the Scandinavian countries are also investigating American-made trucks and motor cycles. If shipping privileges could be obtained, large orders would be placed for American passenger and commercial vehicles. Over 50 per cent of the cars sold in that section of Europe before the war are or have been in military service in Russia.

Nobility Uses American Cars

In many countries nobility drives American multiple cylinder cars. In Russia they are in the hands of many Cabinet and Staff officers.

South African automobile dealers are going in heavily exploiting the merits and stability of the American-made motor car. Recently an American car was sent on a 1,000-mile reliability run through five States of the South African Union, which materially enhanced the general opinion of American-made cars among the residents in that section of Africa.

In Portugal the army is using American-made cars for transportation purposes, and will add to those already in service as soon as they are

able to get them into their country. While the European and many other markets are closed to the American-made car, many are being absorbed in the Far Eastern markets. Japan and China are looming up on the export horizon as great possibilities for the United States automobile manufacturer. This should prove to be a good market for cars made here.

Recently an envoy from the Japanese Government visited Detroit for the purpose of securing information as to the advisability of building cars in Japan according to American specifications. While no one knows just what the report will be, it is presumed from his remarks that he would recommend the purchase of cars in the United States instead of their manufacture in Japan, but this is just supposition.

In China And Japan

Highways in China and Japan since the outbreak of the war have been improved. The lesson of thrift and speed taught the Japanese in California by the automobile has spread to his own country. There the motor car is a utility. Cars of heavy construction with plenty of power and not too expensive to operate, are finding favor not only in Japan and China, but also in the Straits Settlement, Philippine Islands, and Western Siberia. Then, again, South America is a good market, and the American motor car is making rapid progress, especially since the American banks have opened the way for suitable financial arrangements.

The foreigner will have one advantage over the American in the development of the utility of the passenger car, as he will get the results of the American's experience. Foreign representatives who come to America eagerly grasp all knowledge that will be helpful to them which has been developed from experience into fact by the American. The showing of American-made cars in contests of various kinds, except where speed is concerned, has been gratifying to those men connected with export who have watched this development.

Cars Cost More, This Year, But Moderate Prices Still Prevail

Owing to war conditions and the higher cost of labor and materials it has been necessary to advance automobile prices, but it is interesting to note that the 1918 prices (gold) average about \$100 less than the rates three years ago. This year's prices range from \$445 to \$8,000, represented by the following models:

Seven-passenger touring cars	4, 6, 8, 12 cylinders	\$1,295 to \$6,500
Six-passenger touring cars	4, 6, 8, 12 cylinders	2,750 to 5,000
Five-passenger touring cars	4, 6, 8, 12 cylinders	635 to 6,400
Four-passenger touring cars	4, 6, 8, 12 cylinders	695 to 3,750
Two-passenger roadsters	4, 6, 8, 12 cylinders	445 to 6,400
Four-passenger roadsters	4, 6, 8, 12 cylinders	695 to 6,400
Limousines	4, 6, 8, 12 cylinders	2,325 to 6,800
Broughams and town cars	4, 6, 8, 12 cylinders	2,450 to 7,600
Convertible coupes	4, 6, 12 cylinders	1,050 to 2,800
Convertible sedans	4, 6, 12 cylinders	1,050 to 4,000
Landaulets	4, 6, 8, 12 cylinders	2,700 to 6,800
Berlines	4, 6, 8, 12 cylinders	1,095 to 8,000
Coupes and cabriolets	4, 6, 8, 12 cylinders	1,060 to 7,400
Sedans	4, 6, 8, 12 cylinders	850 to 5,900
Open sedans	4, 6, 8, 12 cylinders	1,060 to 4,500
Steam cars	2 cylinders	2,400 to 3,750

Be Careful! Gasoline Spells Danger

(By William H. Stewart, Jr.)

Familiarity with gasoline should not make one less cautious of the danger attending its use. While it is well to know the safe side of gasoline, it is far more important to know the dangerous side.

Probably the greatest danger comes from the fact that the vapor is very heavy and colorless. Since it cannot be seen, there is little indication of its presence. It may accumulate at the bottom of a closed room or on the floor of a garage until some one drops a lighted match and sets fire to it. When allowed to accumulate in this manner its explosive power is tremendous. I have seen the wall of a brick building blown out as the result of an accumulation of gasoline vapor in the cellar.

It is evident that care must be taken to avoid such accumulation. Keep the premises ventilated so that the vapor will be dissipated as fast as it is formed. Do not spill gasoline, and be especially careful while filling tanks. One of the most dangerous devices is a gasoline sprayer, used in cleaning the motor. It should never be used in a garage, and is not safe even in the open air. The operator sprays the gasoline on

different parts of the engine as he uses the brush. By this process enormous quantities of vapor form which travel to a considerable distance seeking a flame. The operator cannot help breathing some of the mixture, which is injurious; likewise if a flame starts he stands every chance of severe injury.

To show the dangerous quality of gasoline provide a test tube and test tube holder, a small tin cover or box, such as a half-ounce ointment box. Fill the test tube one-half full of gasoline and pour it into the tin cover, setting fire to it. Hold the gasoline in the flame. As it heats, the air is driven out, and soon the invisible vapor begins to pour out. Nothing is seen until suddenly a flame starts from the one in the tin cover, and runs here and there over the table. The vapor has ignited and shown its presence by the flame. The test tube catches fire, but this may be extinguished by the breath. This is a safe experiment to try, and it shows the danger from this heavy invisible vapor which creeps along the floor. If gasoline is to be kept

in the house or in the garage the temperature of the place should be as nearly uniform as possible. This avoids any dangerous vapor-pressure which will force gasoline out of the tank or might even cause a leak. Of course, the best method is an underground tank, as that is cold all the year round and so is not open to the above objection.

Special care should be taken to prevent spilling gasoline while filling tanks. One experience I had will serve as an example. The garage man filled the tank in my absence, spilling the gasoline liberal-

ly over the tank and under the seat. He replaced the cushion carefully, so as to keep in all the vapor—so successfully, in fact, that when the engine was started the flames around the tank rose higher than the roof of the car. Fortunately there were several extinguishers handy, and several men to handle them, or the car would have been a total loss. At present there are not many cars with tanks under the seat, but the danger is almost equally great in filling a tank at the rear of a car, as the flame from the exhaust can reach it more readily.

BRAKE PLAY TROUBLE

The owner who is not vigilant and neglects the parts he does not see or which do not give trouble usually finds, some time, that upon starting one of the wheels becomes locked, even though the brake pedal and lever are free.

This is due to the fact that there is so much play in the brake linkage that when the hand brake lever is released it merely takes up the play, leaving the unlubricated mechanism set in holding position. This happened recently and a hammer had to be used to loosen the brake mechanism.

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The one great aim of the Buick Motor Company, has been to build a good car—and to the attainment of this object, everything else has been subordinated.

The Buick Motor Company has always maintained that if the car is built right, sales will follow—and their business shows the wisdom of this policy.

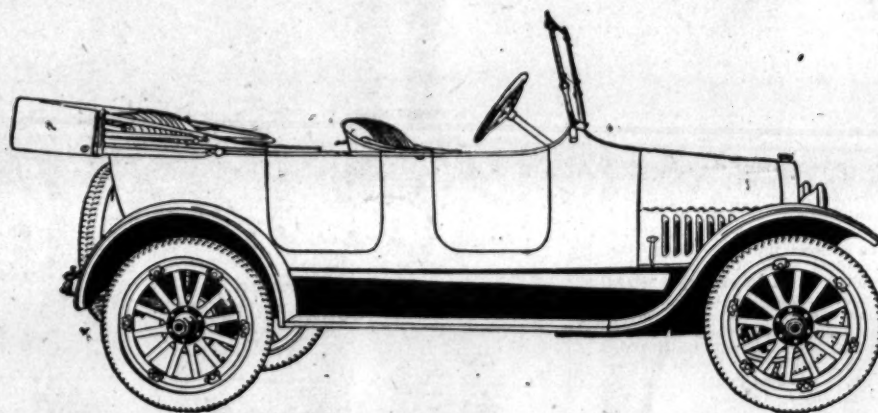
Their one great object in the future, as in the past, will be to build the best car which years of experience in motor car construction and almost unlimited financial resources can produce.



For Many years, the one great problem of the Buick Motor Company has been to produce cars—not to sell them.

Every one of the last seventeen years has seen an addition to the Buick plant—a large increase in the production of Buick cars.

And yet the unfilled demand for Buick cars today is greater and more insistent than at any previous time in the last seventeen years.



As the distribution of Buick cars becomes larger and wider, the demand for the cars continues to grow in constantly increasing volume.

It almost seems as if every Buick sold and placed in service opens a market for several additional Buick cars.

There can be but one explanation for this enormous and unusual demand—the Buick car is so good, it sells itself.

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Buick Will Build Them***



Buick is more than a name. It is a standard of Motor Car value.

Like the Karat mark on an article of gold, it stands for a certain definite quality, for real intrinsic worth.

On the radiator of an automobile, it stands for familiar proven features of design, for excellence of construction, for dependable performance.

We have a stock of the New 1918 Model Buick "Fours" and "Sixes," which we are selling at the old prices, although the manufacturers have advanced the prices at home. **BUY NOW, for later shipments will have to be sold at higher rates.**

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TRUCK STANDS UP UNDER HARD TEST

Maxwell In Official 2,500-Mile
Trial Delivers Ton Of Goods
At Low Cost

Harry J. De Bear, manager of the Maxwell Motor Sales Corporation, retail branch, Columbus Circle, has been advised that the Maxwell one-ton truck, which now is on a 2,500-mile of demonstration of durability in the South, under the first sanction ever issued by the A. A. A. to cover a truck test, has successfully reached Jacksonville, Fla., finishing there with a wonderful showing for durability and economical operation the first half of its long run. The car has started back to New York. Mr. De Bear will have it on display during the New York Show, and he predicts that it will be one of the most interesting exhibits around the Grand Central Palace for New York business men.

The truck, after delivering with complete success its one ton of canned goods in Atlanta, Ga., pulled out of Atlanta in a blizzard and headed straight to Macon and Waycross, Ga., and the hardest road test it would be possible to subject the car to anywhere within the borders of the United States.

The truck ploughed through the bottomless sands of South Georgia and North Florida like a mogul. Often the truck's wheels were hub-deep in the fine shifting sands below Waycross, but James A. Hemstreet, technical observer for the A. A. A., who rides with the truck, asserted in Jacksonville that not the slightest delay was caused because of the trying conditions of the roads. Just north of Jacksonville, near the St. Mary's River bottoms—where the worst sand roads in North Florida prevail, the sand being so deep and so fine that hard surfacing of the roads has been given up as an engineering impossibility, the Maxwell hooked onto a touring car that found itself swamped and drew this nearly to Jacksonville.

The truck transported a load of one ton from Atlanta to Jacksonville, the freight having been weighed on by Hemstreet, the observer. In Jacksonville it picked up another full ton load to bring back to New York. The car took its ton from New York to Atlanta for less than would have been involved had the shipment gone by express. It repeated this successful performance feat between Atlanta and Jacksonville. Now it is en route from Jacksonville to New York in an effort to make the 1,350 mile haul, with the worst of road conditions prevailing, for less money cost than would be involved in an express shipment over the distance.

AUTOS WERE POPULAR AS CHRISTMAS GIFTS

Unusual Demand For Them For
This Purpose, Says Mitchell
Vice President

"Judging from reports received from our big dealer body," said R. C. Rueschaw, Vice President of the Mitchell Motors Company, Inc., Racine, Wis., it is evident that the Society for the Prevention of Useless Gifts certainly got in their good work in great shape this year.

"The demand for Mitchells as Christmas gifts has usually been gratifying, but this season the fondest hopes of our dealers have been surpassed.

"While the unprecedented demand is undoubtedly due to conditions now existing in America, conditions calling for more speed in business, greater efficiency in the home, better health and everything that goes to keep us fit, still I cannot help but feel there must have been something else that made the people of America buy more Mitchells than ever before.

"Nowadays people are buying automobiles for a definite purpose. They aren't buying cars because they just simply want them, but because they absolutely need and must have them to be able to play an important and useful part in winning the war.

"They are using greater care and judgment than ever before. They are investigating. They want to get the best that money will buy—not the best in the extravagant sense of the word, but the best from the purely utilitarian standpoint. In other words, this new era of thrift which is upon the American people has already had its effect. The people are making every dollar go the limit, they are getting at least a dollar's worth for every dollar in the actual purchase. And in the use of the merchandise they buy they are careful to get more than a dollar's worth for every dollar invested.

"Just as a man can buy a five-dollar hat and get \$7 worth of wear out of it, if he wants to, so can he buy a thousand-dollar car and get \$1,500 worth of use out of it—if he gets the right car. Perhaps that accounts for the increased demand for Mitchell cars as gifts this year.

"It seems as if the holiday purchasers have been delaying their buying until the new convertible close cars came on the market. At least that is the report which is heard from our dealers all over the country, who declare the Mitchell Club Sedan is the popular gift this season."

New Design Tendencies Reviewed by Motor Expert

External Refinements, Carburetor Adjustments, Motor
Efficiency, Better Headlights, Lightness
And Ease Of Operation

By Frederick H. Hutton, M. E. Sc. D.
(Chairman Technical Committee,
Automobile Club of America)

The Automobile Club of America is an organization largely made up of users of the motor vehicle. From its early history it has maintained a technical committee which has administered a testing laboratory for the service of its members and of the industry at large. The officers of the laboratory are therefore in a position of feel the pulse of a great organism of the United States by a retrospect of the tests and research which have come under its hands. Or, again, to change the figure, they sit somewhat like a spider at the center of a great web whose rays run in every direction and who feel the tug of activity and struggle in all parts of the field.

The work which comes to such a laboratory is both scientific and commercial. A development along technical lines is a forward movement of the frontiers of knowledge usually comes first. After this follow the commercial development of designs and appliances to carry out and embody the results of theories developed by the scientific research.

Five Different Trends

In the year 1917 these trends may be observed in five different directions. The first is in a refinement of comfort and of artistic appeal in the body of the car. These are external and appeal at once to the eye. They are the principal "talking points" of the salesman, because they require little previous training to appreciate them. They are features of the improvement in the sport of motoring on the one side and in a widespread use of the vehicle as a tool of everyday life upon the other. Early designers could not afford to pay much attention to this class of refinement because they were too busy making a car which would not go dead upon the road somewhere. These come also with a growing luxury and a more economical production at the factory. Attention can now be given to these details without making the car cost too much. The era of "streamline design" has eliminated awkward surfaces, unnecessary corners, and excrescences of apparatus. The sloping windshield, the graceful top, the spare tire at the rear instead of on the running board, and the control levers inside, are all features of this type of refinement.

Fuel Economy

The second trend is the consequence of the increasing cost of motor fuel and perhaps a realization also of a possible shortage if much is to be sent overseas. The effect of this atmosphere toward greater economy in the use of fuel appears in three differing directions. The first is the development of the gas-making apparatus which is known as the carburetor. This is a device for atomizing or breaking up the particles of liquid fuel so that a very moderate heat will make such fuel into a gas and mix it intimately with air for combustion. The diminishing volatility of gasoline has brought about the use of many devices for heating the mixture and making sure that gasification is complete. These devices have been largely of electric origin on the one hand or aimed to utilize the heat of the exhaust gases upon the other.

The development of this feature is going to show before long a true vaporizer for making the liquid fuel into a gas by waste heat from the exhaust as a substitute for the atomizing carburetor which works in the cold. Such vaporizer also can use other forms of hydro-carbon fuel which are less volatile than gasoline of the present standard. In this same class are what the slang of the industry calls "dopes." These are tablets or liquids to be added to common gasoline with a view either to increase the number of miles per gallon or to diminish the consumption of gasoline per mile or per horse power. It is safe to say there has been nothing of permanent value in these efforts, if a possible exception be made in the use of hydro-carbons of such high content of fuel elements that they are in effect high explosives. When such hydro-carbons are diluted they become a practical substitute for gasoline, but the commercial availability of such substitute on any large scale remains to be shown by experience and from the

effect on the market of increasing the demand for such compounds.

A third tendency is the addition of small quantities of steam or water vapor to the mixture of fuel and air. These devices have various trade names, but their effect when working successfully is to diminish the formation of hard or adhesive carbon in the motor cylinders and to cleanse the surfaces exposed to the combustion of the gas mixture when they have become coated with lamp black. Such use of water in small quantities increases the power and the speed of the motor when it is defiled with carbon. When surfaces are once clean the use of water vapor is of no further advantage in either speed or power. For a dirty motor, and where the fuel approaches kerosene, the use of water is a defensible trend.

Better Motor Design

The third major tendency is the trend to better design in the motor as a whole. This first appears in a recognition of the meaning of balancing the moving parts of the motor when these are running at high speed. Special machines have come into the factory whereby it is possible to eliminate lack of balance and enable the motor to run more quietly, on the one hand, and with less waste of power to convey the cylinder energy to the revolving crank shaft. The increasing of the number of cylinders, and thereby subdividing the effort of the expanding gas upon the piston over a large proportion of the path through which the crank pins move, is a feature of the high-grade cars of 1917. In this class, also, is the increase of the number of valves through which the gas mixture enters and leaves the cylinders. This increases what is known as the "volumetric efficiency" of the motor, which means that the combustion chamber is more completely filled at each stroke at high rotational speeds than it used to be. What may be called tandem ignition, where two spark plugs fire the mixture in every cylinder at the proper time, makes also for increased engine efficiency.

Restricting The Headlight

A fourth zone of activity in the industry has been a waking up of all parties to the significance of both adequate and restricted headlighting of vehicles. Adequate headlighting means that the road is sufficiently illuminated so that the driver behind the headlights can see it clearly enough, by reason of the light from such lamps, to avoid pedestrians, obstacles, road defects, ditches and other menaces to his safety. On the other hand, excess of such headlighting and dazzling glare from misdirected beams are a menace to approaching vehicles and other drivers, and to all pedestrian users of the streets or highways.

There seems a pretty general agreement that safety for all parties lies in keeping the light from the concentrated or focussed beam from a headlamp from rising above forty-two inches from the ground. This is below the eyes of every person except children too young to be allowed on the highway unattended. Schemes to diffuse the strong reflected beam, in an effort to diminish glare, result usually in the use of a higher candle power in the lamp by the driver who cannot see as he was accustomed to. Thereby the difficulty is increased by making the headlamp glass so powerful a source of illumination above the forty-two-inch line that vision is invaded. It is often the case also that the maker put lamps of too high candle power on the instrument board of the vehicle so that the reflection from the glass and polished nickel to the eye of the driver promotes a closing of the iris shutter of his eye and thereby diminishes the amount of light which can enter his eye from the relatively dark areas in front of his car. The car should be as dark behind its headlights in country driving as is consistent with proper reading of the control instruments.

War Brings Standardization

A fifth and last trend of 1917 is distinctly a war measure, but is one of the greatest consequence to the industry in the writer's opinion. It is the procedure of standardization which grew out of the necessity to create a standard war truck which should have both uniformity in design on the one hand and capability of rapid production on the other. This result was attained by a com-

mittee of experts who took what was best in every design known to them, from whatever source it was derived. All unnecessary, costly personal peculiarities of fads were ruthlessly cut away and the design embodied only the best essentials. If this philosophy can be conserved for the future in the design of passenger vehicles it will be one of the greatest and best forward steps of the year.

There is nothing gained from the user's point of view by having vagaries of detail which are the fad of any designer incorporated or featured in the engine which such user drives. The nearer that all motors and their accessories approach what engineers call the "one best way" of solving

the engineering problem, the cheaper will the motor be made at the factory and the easier will be the replacement of parts along the road. It may be convenient to keep one standard for four cylinder machines, another standard for six, another for eight and another for twelve; but within these groups it would be of the greatest advantage if all the motors were alike.

It is to be hoped that this ideal is not too elevated for the industry to realize, even if it should take some years in the process. When we look back on it, it will be appreciated that the beginning of the realization of this ideal took place in 1917.

Stearns Makes Motors For Airplanes Now

Rolls-Royce aviation motors are the chief product of the F. B. Stearns Company of Cleveland just now, instead of Stearns-Knight motor cars, according to J. V. Thomas, sales manager of the Stearns company, who last week brought to Los Angeles interesting details of the great \$11,000,000 contract his firm is engaged in filling just now for the Entente Allies. Production of Stearns-Knight cars has been reduced to approximately one-third of the schedule for the season and the big Cleveland company is bending every effort to speed production of the wonderful British war motors. Developing 260 horse power, the type of Rolls-Royce which Stearns is building will drive a plane to a height of 10,000 feet in six minutes and will permit a speed of 150 miles an hour.

"The increasing importance of the mastery of the air last fall determined the British upon an enlargement of their flying service that was beyond the ability of their factories to meet," said Mr. Thomas last week at the headquarters of Lynn C. Buxton, Los Angeles distributor for the Stearns-Knight. "As long ago as April, 1915, the Rolls-Royce factory was commandeered by the British government to build aviation motors and has not built a single passenger car since. But even the entire resources of this and other British factories were not sufficient to meet the demands for the new air fleet,

and they were forced to turn to America for aid.

Distinct Pride

"It is a matter of distinct pride to us that they turned to the F. B. Stearns Company first of all. The name Rolls-Royce has long been synonymous with the very best in motor-car construction. Rolls-Royce cars which are now three years old and more are selling at twice their original price instead of at a depreciated figure. That gives some idea of the esteem in which their product is held. Their aviation motors have been marvels of power and endurance.

"One-half of one one-thousandth of an inch is the margin of tolerance allowed by Rolls-Royce standards. When you recall that the average thickness of a human hair is four to five-thousandths of an inch you can see the fineness of the standards they demand in workmanship. The fact that the building of the Knight motor demands extremely careful workmanship and that the Stearns-Knight cars bear such an excellent reputation in England caused the Rolls-Royce officials to come direct to Cleveland, to the Stearns company when the increased demands for the British flying service last fall could not be met by the Rolls-Royce facilities.

Factory Schedule

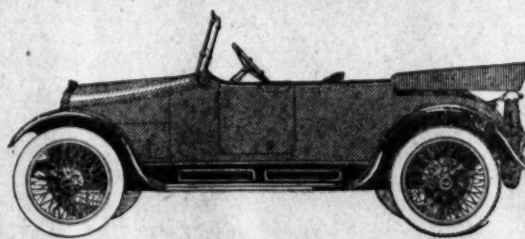
"The Stearns company was busily engaged in fulfilling a factory schedule

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3-Passenger Roadster	3-Passenger Roadster
3-Passenger Touring Coupe	3-Passenger Touring Coupe
5-Passenger Touring Sedan	5-Passenger Touring Sedan
Willys-Knight Models	
7-Passenger, Four-Cylinder Touring Car	
4-Passenger, Four-Cylinder Coupe	
7-Passenger, Four-Cylinder Touring Sedan	
7-Passenger, Four-Cylinder Limousine	
7-Passenger, Eight-Cylinder Touring Car	
Light Four-Cylinder Overland	
5-Passenger Touring Car	
3-Passenger Roadster	
4-Passenger "Country Club"	

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The Greatest Motor Year For Automobile Makers

1917 Production Narrowly Misses 2,000,000 Mark;
Optimism Keynote At Big Show

New York, Jan. 6.—Stability and optimism in the industry are the fundamental features characterizing the eighteenth annual automobile show in New York City, now under way in the Grand Central Palace under the auspices of the National Automobile Chamber of Commerce. It could not be otherwise when, despite the fact that this is America's first war-time motor show, and subject to the countless varying changes in commercial life entailed by war necessities, the industry during 1917 continued its record-breaking production pace, which has been true of every succeeding year since the motor vehicle demonstrated its utility barely twenty years ago.

The motor-car manufacturers of the United States turned out in 1917 1,814,988 cars, of which 1,593,994 were passenger vehicles and 220,994 commercial cars. Had it not been for the natural curtailment of the last few months due to the offer by all representatives of the industry to the Government of their plants for the making of war munitions, the production, based on the proportionate increase of the early part of the year, would have reached the two-million mark. In 1916 the production, estimated by the National Chamber, was 1,485,617 cars. The year which has just closed, therefore, showed an increase in car production of 329,371.

These cars would not have been produced if they were not wanted, and it is the fact that the American public recognizes so keenly the utility of the automobile for so many essential needs that inspires the optimism for the future in every branch of the industry.

FACTS WHICH SHOW GROWTH OF MOTOR CAR INDUSTRY IN 1917

True to its past history of annually increasing achievements, the automobile industry established a new high record in production last year, narrowly missing the 2,000,000 mark, and showing an increase over 1916 of nearly 25 per cent. Prominent factors in the industry of the year are:

Motor vehicle production for calendar year, 1917.....	1,814,988
Motor vehicle production for calendar year, 1916.....	1,485,617
Production of passenger cars, 1917.....	1,593,994
Production of commercial cars, 1917.....	220,994
Wholesale value of 1917 production.....	\$1,059,056,073
Wholesale value of 1916 production.....	\$785,919,253
Average price of cars produced in 1917.....	\$720
Motor vehicle manufacturers in United States.....	550
Commercial vehicle manufacturers.....	372
Passenger vehicle manufacturers, several making commercial cars.....	238
States in which factories are located.....	32
Capital invested.....	\$736,000,000
Workers employed.....	280,000
Wages and salaries paid during fiscal year, June 30, 1917.....	\$275,000,000
Motor vehicles exported during 12 months ending June 30, 1917.....	\$0.811
Value of motor vehicles exported.....	\$90,958,243

in the country. It has survived some severe trials during the year. Its loyalty to the Government ever since the entry of the United States into the war has been unquestioned, and it has proved its worth from the fact that nearly 40 per cent of the manufacturing facilities in the country is engaged in supplying the Government not only with thousands of transport trucks, but with many other munitions for the use of our army here and abroad, as well as for the allied countries.

The industry, including accessory and tire manufacturers, and various other interests directly dependent upon the automobile for commercial life, represents an invested capital of more than one and a quarter billion dollars, employs nearly a million wage earners, pays three-quarters of a million dollars in wages and salaries yearly, and produces and sells cars to the value of one and a quarter billion dollars annually. There are 550 car and truck manufacturers in the country, 1,080 parts and accessory makers, 27,800 distributors and dealers, 25,500 garages, 13,500 repair shops, and 2,500 accessory supply houses. At the end of 1917 there were more than 4,300,000 motor cars and trucks registered and in use in the United States.

The present show is the reply of the industry to the many erroneous reports circulated in the last few weeks, such as the view of the non-essential character of the automobile, and that its manufacture was to be curtailed and even suspended altogether during the war, how supplies of steel and other materials and of coal

produced and sold than in any previous year, despite panics, hard times, and war. It was true in Canada last year and the year before, despite the large part Canada has taken in the war. America must not be compared with England and France. There the use of cars had to be curtailed, and finally denied to private owners because of gasoline shortage, and the factories had to be devoted to production of war materials.

It is a significant fact that the show this year actually has a larger number of exhibitors than ever before. Eighty-six different manufacturing companies will display nearly 400 complete cars and chassis of every model and type, ranging in price from \$445 to \$8,000. Including those who show accessories and parts, there are 325 exhibitors in the Palace.

It is estimated that 94 per cent of the cars used in this country are of American make, and if a comparison were to be made upon values, this percentage would be still higher, for it can be safely computed that the motor cars owned in the United States aggregate a value of nearly \$5,000,000,000, an estimate placed on a basis of rating 75 per cent of the total number registered last year at \$1,000 each, and the remaining quarter, or 25 per cent, at \$2,000 each, both figures being conservative, as the price of motor cars varies from as low as \$400 to \$5,000 and over for the high-powered limousine, with its special body work. To keep these automobiles going, 15,000,000 tires were made last year, the value of which is placed at \$450,000,000.

by lighting a match to see how much gas there is in the tank.

How To Fight Automobile Fires

The average motorist probably has a vague idea of what should be done in extinguishing a fire on his car in case such a misfortune should befall him. The following suggestions from the State Fire Marshal of Ohio may prove valuable in an emergency:

The most important thing to remember in case of a fire is to keep cool. A few seconds lost in panic at the start may result disastrously. At least one small fire extinguisher should be on every car. It should be placed where it may be readily accessible. The small extinguisher is indispensable in handling a gasoline fire and is also useful in fighting any other kind of blaze about the car.

In the absence of an extinguisher sand or dirt can be used, but it should be remembered that if sand is thrown into the carburetor mechanism incalculable harm is likely to result. Do not use water in attempting to extinguish a carburetor fire or other gasoline fire. This merely tends to spread the fire.

If the engine backfires use the starter to turn the motor. If this does not draw the flames into the manifold use the extinguisher. This should put out the fire with little difficulty.

If the fire have reached the drip pan extinguish that first and then work up to the carburetor.

If the fire is caused by ignition of gasoline from hot exhaust, short circuit, or other condition about the car, the extinguisher should also be used with equally good effect.

Do not invite destruction of your car and probable injury to yourself

Motor Cars In Canada

Some interesting facts regarding the automobile increase in Canada have been compiled by the sales manager of one of the large corporations. On import duties on automobiles the Dominion will collect this year about \$4,590,000. The Province of Alberta has 20,000 automobiles. An unprejudiced investigation in Canada shows that 74 per cent of the automobiles owned in Manitoba, Saskatchewan, and Alberta are owned by farmers, and one reason why Northwest Canada has been such a great producer of wheat is because the general use of the automobile has increased the farmer's efficiency, saved his horses for planting and harvesting, and carried a considerable portion of the thrashed wheat to market. Canada is buying motor cars because they can make Canada more efficient and more productive.

"After this country has been in war for three years the chances are that our great North Central and South Central States will need more automobiles," he adds, "but even if we do not supply another farmer with an automobile it will require half a million automobiles to replace the cars now in use in the twelve great North Central farming States."

"I do not think we need to worry about the man who is going to buy the automobile as a luxury. Let us worry about how we are going to find 500,000 cars a year to take care of the farmers who really need them in twelve great farming States, and also about the automobile needs of some thirty-five or forty States not including these twelve States."

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What to Eat and How to Cook It



DR. WILEY SAYS

Don't Grumble Because Bread Is High

By Harvey W. Wiley, M. D. The Famous Authority on Pure Food and Director of the Bureau of Foods, Sanitation and Health of "Good Housekeeping" Magazine.

IF all the facts are considered in connection with high prices, then the possibility of tolerating them without dissatisfaction will be immensely improved. Here are a few illustrations to show the housekeeper why she pays so much.

First of all, take the question of the bread supply. The price of bread is conditioned by the following factors: First, the cost of the production of the cereals, say wheat. Second, the cost of transportation and distribution. Third, the cost of milling and baking. Fourth, the profits of those who produce, handle, transport, mill, bake and sell.

I believe that every one will agree, without question, that all persons in this industry of feeding humanity are entitled to the worth of their labor, and that includes a reasonable profit in what they handle. Begin with the farmer. In the first place the cost of farm labor has risen over the times of peace from 60 to 100 per cent. Farm labor is regarded as the cheapest labor in the country. That is not because farm labor is any the less worthy, but because the people who engage in it are usually the most poorly trained.

In fact, a distinction is made, which ought not to be made, between farm labor and skilled labor; the man who works in the shop is a skilled laborer, the man who works in the field is a mere laborer. Unfortunately the ordinary conditions which obtain justify this classification. Really, however, there is no kind of labor which requires higher skill than that on the farm, and there is no kind of labor which is less skilled than that on the farm. The unskilled laborer has had his increase in wages almost, if not quite, to the same degree as the skilled laborer.

The farmer is fortunate to-day if he can get his hired man for \$1.50 a day, where before the war he paid 75 cents. The cost of labor in the production of wheat is almost 100 per cent greater than when wheat was \$1 a bushel.

Before the war the farmer applied as a rule about \$4 worth of fertilizer to each acre. To-day if he uses the same quality of fertilizer he pays from \$8 to \$10 an acre.

The cost of threshing the grain also has increased nearly 50 per cent. When the farmer gets \$2 a bushel for his wheat to-day, he is in exactly the same relative position, financially, as he was three years ago when he got \$1 a bushel. The price fixed by the Food Administration is barely sufficient to maintain the farmer's position of quo ante.

The housekeeper should be content to pay 100 per cent more for flour than she did before the war. The taking over of the wheat supply, and naturally of the flour supply, insures the consumer against extortion if she can "get by" the baker.

While it is as a rule much more expensive to bake bread at home than it is to have it done in a professional way in the bakery, unless the bakers also come into the fold, it would be advisable to bake bread at home. The only money outlay that this would require would be the price of the fuel, as the servant and housewife give their labor and care to the baking of bread without additional compensation.

If the Food Administration can deliver flour at from \$10 to \$12 per barrel and still maintain the farmer's price, the housekeeper has no reason to refuse to pay the price cheerfully.

Dr. Woods Hutchinson on the Folly of the "EAT LESS" Fad

By Dr. Woods Hutchinson

THE Duke of Wellington is said to have declared that the Battle of Waterloo was won on the cricket fields of Eton. Of course, like most of the famous sayings of history, it was never uttered by its reputed author; at least, the peppery old Iron Duke in his later years repudiated it and indignantly declared that he never said anything so sensible, or—as he expressed it—

foolish, thereby forfeiting one of his best claims to immortality.

However that may be it looks as if this war was going to be decided upon the potato patches of America and England. It is amusing to the verge of grotesque that while generals are frantically calling for men, more men; and chiefs of artillery clamoring for more millions of shells per week, the really burning topic of popular conversation is, not men, but murphies; not shells, but spuds.

But there is nothing really irrational about this. While the actual formal decision of the war will be made upon the fighting line, the nature of that decision will in a very large measure depend upon which of the two groups of warring nations can best feed itself at home and keep its army supplied with food. And as with the exception of the idle rich, who are only a few hundred in the thousand and of the successful business man, who forms less than five per cent of our total population, we are not eating much more food than we actually need, the question of final victory must be solved by two methods: Growing more

food and cutting out waste, both public in growing, shipping and marketing, and private in cooking and serving and utilizing scraps.

This last process has distinct limits. The solemn saw, for instance, that a French family can live on what an American family throws away, is almost absolutely unfounded. The only basis for this gospel truth statement is that certain types of French families, such as come most under the eye of the casual tourist—the concierge, portier, small shopkeeper classes—live largely upon bread, soup, coarse vegetables and red wine, whose total fuel value would be only half to two-thirds of that of the diet of the typical wage-earning American family. Quite overlooking the important fact that the actual foot-pounds of energy, of human horsepower evolved by the workers of said French family, is barely 50 per cent that of American workers. In other words, their work output corresponds exactly with their food intake.

The prospect for increasing the amount of food produced is both wide and hopeful, and attended by none of the dangers to health which have to be guarded against in the other two methods—that of robbing one's self of a proper amount or balance of food, which hangs over the "eat less" programme; and the almost equally genuine one of poisoning one's self by decaying scraps, or filling up on stews and soups, mainly composed of hot water and smell, mere "sound and fury, signifying nothing."

Not only can we greatly increase our acreage of useful food crops by such impressive and expensive methods as draining swamps and irrigating deserts and the homely one of ploughing up pastures and brush patches, but the experts have also been faithfully telling us such unpalatable, but now hopeful and promising truths as that our acreage yield of any of the great staples, wheat, oats, barley, potatoes, is barely half that of the average yield of any of the countries of Western Europe, so that we have plenty of room to grow and improve.

This inferior yield from our matchless American soil is due partly to less labor applied per acre, partly to less fertilizer. Here our experts come forward with another even more encouraging statement, and that is that there is now, in the light of modern agricultural science, practically no such thing as a poor soil, or as an exhausted soil.

Tested Cooking Recipes

By Mary Lee Swann,

Principal of the Scudder School of Domestic Science

Spareribs of Pork with Onions.

LOOK over meat carefully and wipe with a clean damp cloth. Sprinkle with salt and dredge with flour and set in a moderate oven. Cook about twenty minutes for each pound, basting frequently with the drippings. Parboil onions. When almost tender, arrange around the pork in the pan to complete cooking process and take care to baste the onions often.

utes' cooking, cool slightly and beat in three-quarters cup of milk, three well beaten eggs and one and one-half cups cornmeal sifted with three teaspoonfuls baking powder. Add two tablespoonfuls melted butterine and bake in moderate oven forty-five minutes.

Molasses Layer Cake.

CREAM one-half cup of lard in the yolks of two eggs, well beaten, add one-half cup of milk and 1½ cups of molasses; fold in three cups of flour mixed and sifted with 1 teaspoon of salt, 2 teaspoonfuls of ginger, and ½ teaspoon salt. Fold in stiffly beaten whites of 2 eggs, turn into buttered layer cake pan and bake in a moderate oven. Put together with marshmallow icing, made as follows: Cook ¾ cup sugar with ¼ cup water until syrupy, then add 1 cup water. Then pour very slowly over the stiffly beaten white of an egg. Continue beating for a few moments, while adding 3-8 of a cup of marshmallows. Then spread on cake.

Pumpkin Pie.

MASH enough pumpkin through colander to give four cups. Add one-half cup butter, five well beaten eggs, one-half teaspoonful ginger, one teaspoonful cinnamon, one-half teaspoonful mace, two cups sugar, one cupful milk and one tablespoonful of brandy. Mix thoroughly and turn into crusts which have been baked. Set in oven to brown pumpkin mixture.

Indian Pudding.

POUR five cups scalded milk slowly over one-third cup Indian meal and cook in double boiler twenty minutes. Add one-half cup molasses, one teaspoonful salt and one teaspoonful ginger. Pour into buttered baking dish and bake slowly for two hours. Serve with cream.

Lamb a la Castillane.

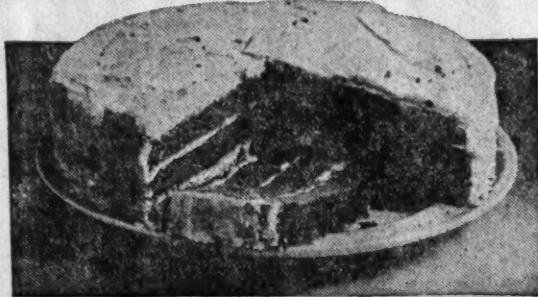
BROIL six lamb chops, arrange on slices of fried egg-plant, and pour around the following sauce: Brown three tablespoonfuls butter, add 3½ tablespoonfuls flour, and stir until well browned; then add, gradually, one cup rich brown stock. Cook three tablespoonfuls lean, raw ham, cut in small cubes in one-half tablespoon butter two minutes. Moisten with two tablespoonfuls sherry wine, and add to sauce with two tablespoonfuls finely shredded green pepper. Season with salt and pepper.

Southern Spoon Bread.

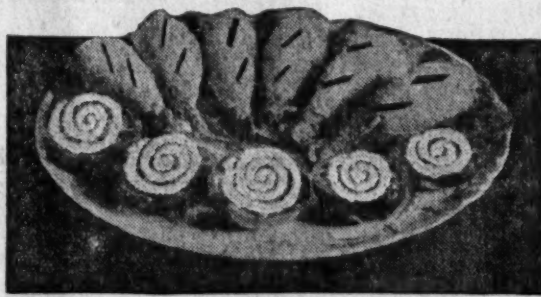
COOK one-third cup hominy in three cups boiling salted water (two teaspoonfuls salt). After thirty min-



Cutting Off the Chops—the First Step in the Preparation of Lamb a la Castillane. (Photograph Posed by Miss Grace Darling.)



Molasses Layer Cake.



Devilled Chicken Legs.

"War-Time" Menus for the Week

FOR the benefit of housewives who want appetizing, healthful and economical meals, but who are tired of serving the same old combinations over and over again, the accompanying menus have been prepared especially for this newspaper by Miss Mary Lee Swann, principal of the Scudder School, and a recognized authority on dietetics.			
MONDAY Breakfast Stewed Prunes Cereal Top Milk Whole Wheat Toast Nut Margarine Coffee Lunch Vegetable Soup Crackers Peanut Butter Cakes Dinner Baked Mackerel Boiled Onions Boiled Potatoes Lettuce Salad Small Bread Puddings Half Cups Coffee	TUESDAY Breakfast Baked Apples Cream of Wheat Barley Meal Biscuits Coffee Lunch Scalloped Tuna Fish Corn Muffins Lettuce Salad Custard Pie Dinner Baked Ham Boiled Potatoes Baked Squash Frozen Fruit Salad Cheese Biscuits Coffee	WEDNESDAY Breakfast Grapes Oatmeal Toast Butter Coffee Lunch Cream of Split Pea Soup Toast Strips Nut and Date Muffins Nut Margarine Tea Dinner Cold Roast Ham Baked Sweet Potatoes Boiled Cauliflower Stewed Apples Half Cups Coffee	THURSDAY Breakfast Barley Crystals Top Milk Corn Muffins Coffee Lunch Baked Beans Tomato Sauce Raisin Brown Bread Lettuce Salad Dinner Corned Beef with Carrots and Potatoes Celery Lettuce Salad Pumpkin Pie Coffee
FRIDAY Breakfast Boiled Rice Apple Sauce Toast Butterine Coffee Lunch Stewed Oysters Crackers Pumpkin Pie Half Cups Coffee Dinner Baked Fish Riced Potatoes Spinach Pineapple and Cream Cheese Salad Crackers	SATURDAY Breakfast Shredded Wheat Sliced Bananas Top Milk Nut Margarine Coffee Lunch Stewed Lima Beans Baked Pears Tea Dinner Baked Sausage Boiled Potatoes Lettuce Salad French Dressing Indian Pudding Half Cups Coffee	SUNDAY Breakfast Stewed Peaches (dried) Oatmeal Poached Eggs Toast Coffee Dinner Roast Chicken Cornbread Stuffing Lettuce Salad Baked Cottage Pudding Chocolate Sauce Coffee Supper Creamed Chicken on Toast Baked Apples Tea	

Dr. Wiley's Question Box

WHAT is the effect of foods such as apples, plums and tomatoes on neuritis? My physician says he does not know. Also please tell me if you think my neuritis would be benefited by osteopathy or electrical treatment.—A. H. L.

I congratulate your physician on being so perfectly honest. It takes a good deal of courage to say, "I do not know." Now that he has had the courage to tell you this I feel that I am brave enough to stand by him. Personally, I do not believe that fruits would have any bad effects on one suffering from neuritis. I would expect the generous consumption of vegetables and fruits to have the contrary effect by improving the general health, though the effects which certain foods have upon a person are largely due to the idiosyncrasy of the person. What agrees with one often disagrees with another. In all cases of neuritis, tea, coffee and meats should be avoided. I have no faith in osteopathy, or any other of the so-called vagaries of medicine. The use of electricity as a healing agent has become well established, but like many other healing agents it does not always work.

YOU will greatly oblige one of your most sincere friends and admirers by giving a prescription for a good massage cream that will prevent wrinkles.—MRS. C. K.

I would gladly help any friend, but I do not know of any cold cream that will keep off wrinkles. If any kind of cream does any good it is due to the massage and not to the cream. Proper massage is useful in keeping the skin normal and free of folds. There is no doubt that the women of this country are paying large prices for simple materials. The manufacturers have developed great skill in mixing the ingredients in a very perfect and agreeable manner, which could not be done if they were made at home. There are many greater problems before our people at the present time than wrinkles and gray hair. One of the best methods of treating these annoyances is to forget them and turn our attention to things useful to our country, our soldiers and sailors. If we are busy with this work we are not thinking of either gray hair or wrinkles.

WHAT medicines and diet do you recommend for neuritis?—MRS. F. B.

I do not write medical prescriptions of any kind and therefore cannot give you a prescription for neuritis. I can, however, suggest what I think would be an appropriate diet. Eat bread and cereals made of whole ground grains, containing all the minerals and vitamins. Drink milk moderately. Eat freely of fruits and succulent vegetables. Eat very little meat or eggs. Avoid all sugars, candies, cakes and sweets of every description. Drink no tea or coffee. Eat very moderately of all these things. Better be a little hungry than to be too full.

PLEASE explain how long a culture of Bulgarian bacillus can be kept without changing the milk.—MRS. J. E. B.

A pure culture of the Bulgarian bacillus may be kept indefinitely if pasteurized or sterilized milk is poured over the residue in the bottle every day, when the top sour milk is poured off. The best fermentation temperature is from 70 to 80 degrees. The milk should be placed on ice about two hours before it is used. Fill the bottle up with fresh, cool pasteurized milk or sterilized milk, as soon as the sour milk is poured off. I have kept cultures in this way for many weeks.

COULD the constant use of Jamaica ginger for cramps, etc., be injurious to the eyesight?—H. M.

Jamaica ginger is a strong condiment and should only be used sparingly and occasionally. It is not likely to cause blindness unless it is manufactured with wood alcohol. It is the wood alcohol that is dangerous and not the ginger.

WHICH will help most to put on flesh, fish, animal or vegetable fats?—R. M. B.

Fats are not suitable for making thin people stout. Sugars and starches are much more valuable for this purpose. Of all fats, butter fat is most useful in promoting growth.

IS olive oil a good flesh builder?—READER.

Olive oil contains no building materials. It is not as good as cod liver oil. There is no objection to taking them together, provided that you do not unduly increase the amount of fat in the diet.

IS it necessary to put sugar in a child's cereal?—M. P.

It is not only unnecessary to put sugar in a child's cereal, but it is highly undesirable. Do not teach your child to have a sweet tooth. Candy is a curse for all children.

IS it always best to boil the milk given to a baby?—MRS. S.

It is advisable to boil milk, provided the milk is infected with dangerous organisms; but pure, clean, fresh milk from healthy animals is better for a child when taken raw. If you use boiled milk, give your baby a generous supply of orange or prune juice between meals.

